SCRAP
BOOK

SB87

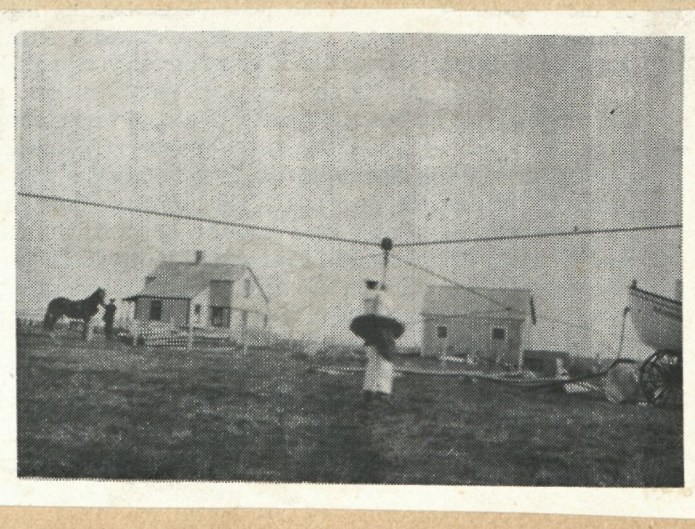
INDEX

Town Zoning Map
Sheep Shearing
Nantucket Weather Scenes
U.S. Coast Guard - Old Surfside Life-Saving Station
Nantucket Lanes and Views
Sale of a "Whalers Log" for $21,000.00
Fain Street Museum
Cranberry Bog
"News" items
Nantucket - Re-modelling - Walter Beinecke
Three Decker "Folger" House
Presentation of cane to eldest citizen - Miss Josephine Congdon
"Uncantena"
Orange Street
Streets and Houses
Town Regulations - as posted in newspaper
Story of "Cross Rip" Lightship
Old views of Nantucket Harbor

Book #3

Surfside Life Saving Station being redone as a Museum - (1972)

The original Surfside Life Saving Station before its cupola was added. A replica of the station, built at Fulling Mill Creek (Joe Folger's Creek) off the Polpis Road, is now the new Nantucket Life Saving Museum.



Nantucket's famed box wagons could be driven along the beaches as well as through the rutted roads of the Commons. One of the few remaining wagons is in the Peter Foulger Museum.

The Washington Street beach on the harbor when the scallop shanties dominated the scene. To the left is the wood pile of John Howard Dunham. The Nantucket railroad ran along the street in back of the buildings. The present Legion Hall is in the center background.

Feb 9, 1974

Wintry Scenes

Gold Star Drive, Saturday morning

The corner of Centre and Pearl streets, showing the east side (formerly known as "Petticoat Row") completely blocked. One of the biggest drifts in the centre of the town was at this junction.

Upper Main Street was quite picturesque after the storm was over. It was not until Sunday that the road was opened up through the big drifts. Boyer took this picture Monday morning, when the path was only wide enough for one rig to pass through at a time.

Pearl street was not open to travel Saturday afternoon. Residents worked hard trying to open pathways along the sidewalk on the north side, and a couple of young ladies were found at work with small coal shovels, making such little headway that they finally gave up the job in disgust. Late in the afternoon the street department cleared the road-way so as teams could pass through.

The north sidewalk on Main street after it had been partially cleared of snow. Trudging down the street is the familiar form of John W. Cook, the messenger of the Pacific National Bank, who, as usual, will be found on the job in fair weather or foul, in spite of his eighty-two years.

"News" etc.

"Every Dog has his Day!"

MAY 1973

Every dog has his day, and so it was on Saturday, the 21st.

A group of young people, accompanied by their leashed and licensed pets, held an orderly meeting on Main Street to protest the wanton shooting of dogs not guilty of any savage acts.

The young people who attended the meeting want to make it known that they believe all dogs should be licensed, that any dog that bites should be muzzled when tied up in a public place and that owners should be with them and responsible for them when they run free in unpopulated areas.

The dogs that form packs and have been killing deer, livestock and pets are not all ownerless. The owners who let them run wild are more guilty of these brutal killings than the dogs.

Certain sadists are taking advantage of this unhappy situation and shooting harmless animals just for the fun of it. Young puppies, a tiny harmless pet dog, pet cats have all been shot and killed in the residential area. Anyone who knows who is committing these vicious acts should report him to the police.

They further stated that they believe that every dog owner should assume full responsibility for his pet, give him the love and companionship he needs, and protect other animals from the harm he might do them if allowed to run loose on his own.

TO WHOM
IT MAY CONCERN

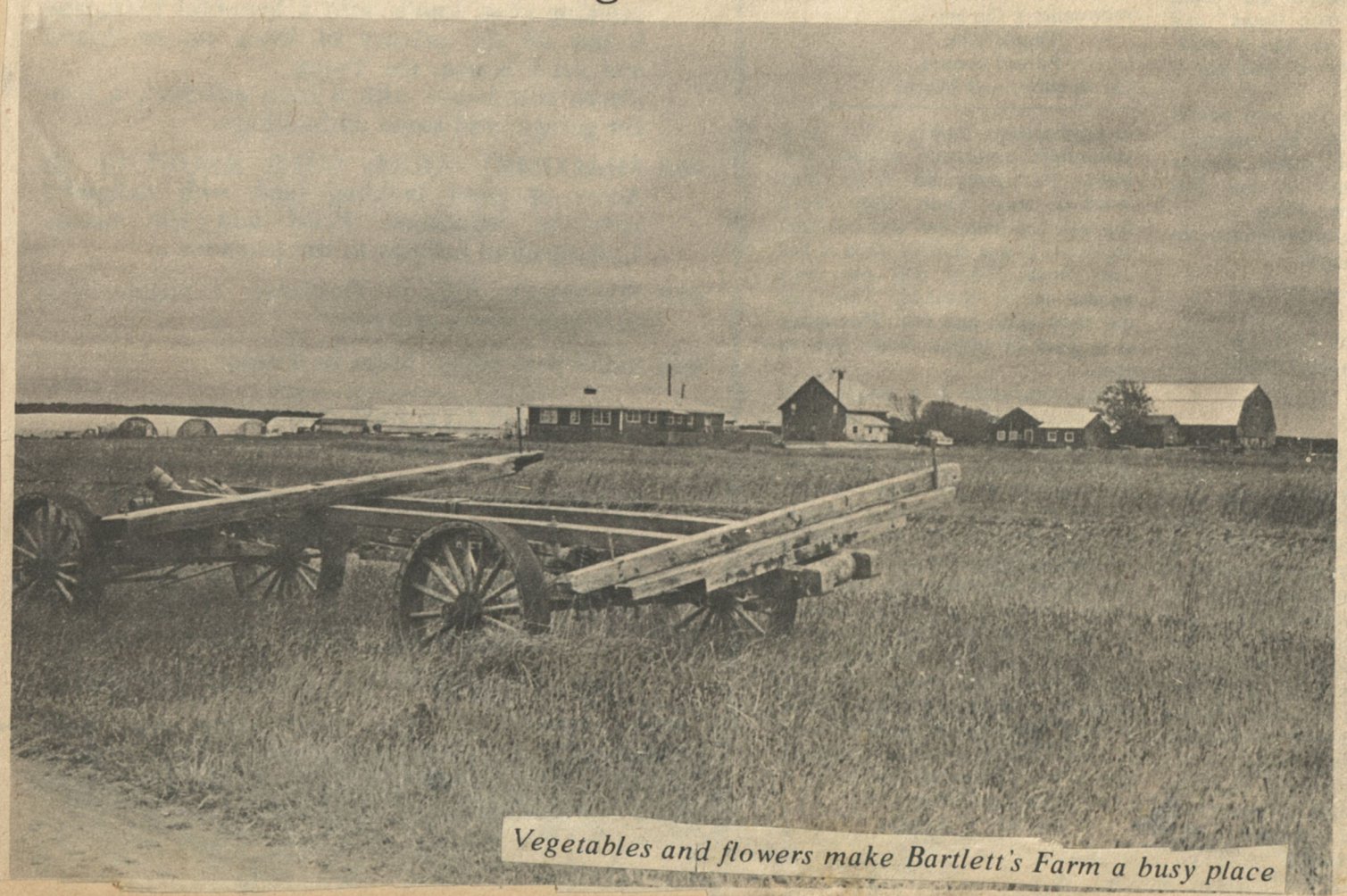
The spraying of my bushes for the second year with weed killer had better stop.

There are bushes of yours that could die from the same affliction.

You were seen last week.

Harry Guest

Farming on an Island



Vegetables and flowers make Bartlett's Farm a busy place

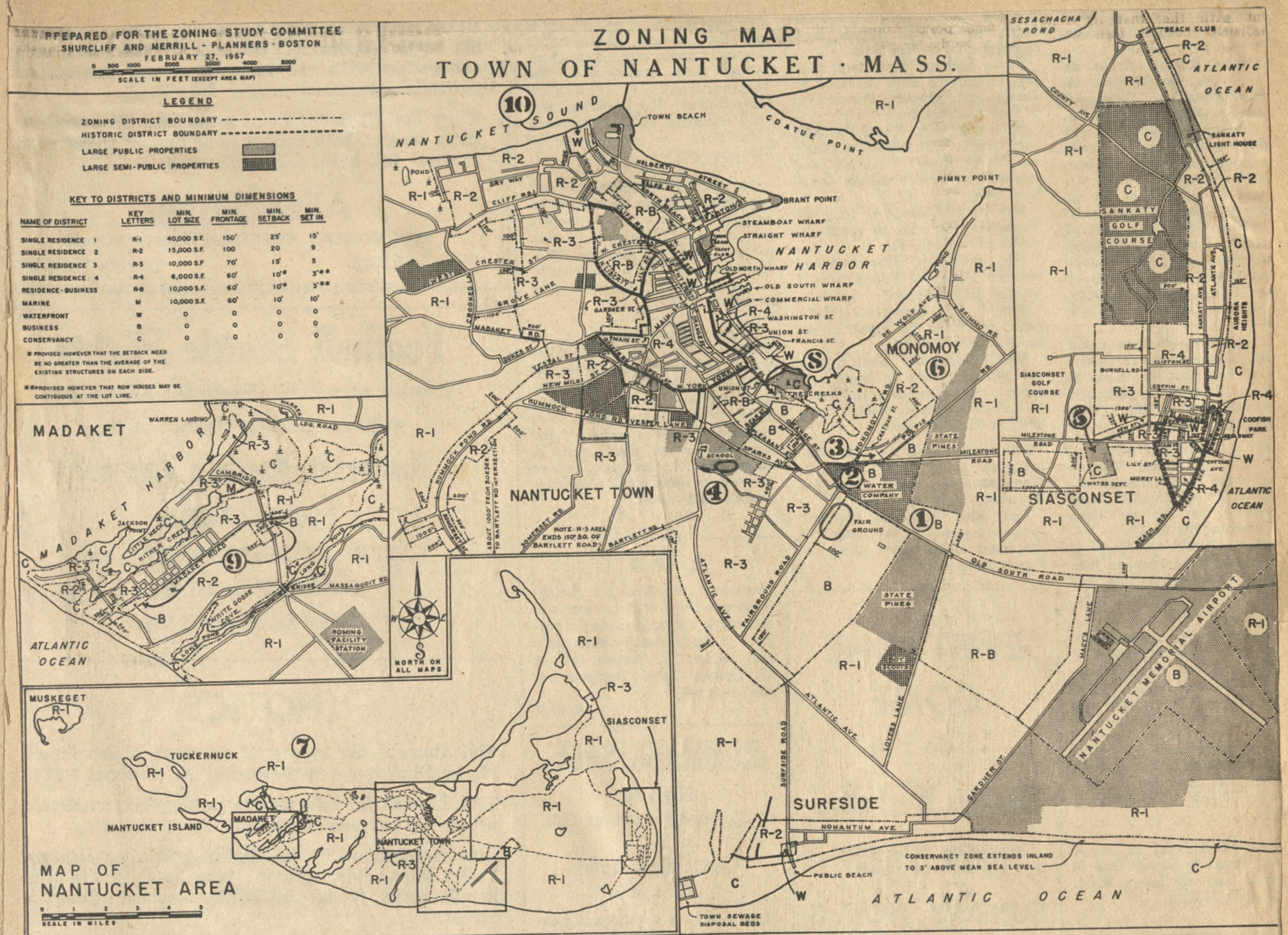
About 9 A.M. the truck loaded with Vegetables and flowers goes down Milk Street on way to park on Main St. and sell the fresh picked produce.

Old photograph shows Gay Nineties road building

State Highway. Nantucket. Springfield Road Roller, on the 1st layer of 2" crushed stone. — Dec. 14. 94.
imported from Tomkins Cove. Hudson River.
In fore ground, native gravel, rolled into road bed, till sand forces up through.

State Highway, Nantucket. Springfield Road Roller on the first layer of 2" crushed stone, imported from Tomkins Cove, Hudson River. In foreground, native gravel, rolled into road bed, till sand forces up through. – Dec. 14, 1894.

1967 Zoning Map


PPEPARED FOR THE ZONING STUDY COMMITTEE
SHURCLIFF AND MERRILL - PLANNERS · BOSTON
FEBRUARY 27, 1967
0 500 1000 2000 3000 4000 8000
SCALE IN FEET (EXCEPT AREA MAP)
LEGEND
ZONING DISTRICT BOUNDARY
HISTORIC DISTRICT BOUNDARY
LARGE PUBLIC PROPERTIES
LARGE SEMI-PUBLIC PROPERTIES
KEY TO DISTRICTS AND MINIMUM DIMENSIONS
NAME OF DISTRICT | KEY LETTERS | MIN. LOT SIZE | MIN. FRONTAGE | MIN. SETBACK | MIN. SET IN
SINGLE RESIDENCE 1 | R-1 | 40,000 S.F. | 150' | 25' | 15'
SINGLE RESIDENCE 2 | R-2 | 15,000 S.F. | 100 | 20 | 9
SINGLE RESIDENCE 3 | R-3 | 10,000 S.F | 70' | 15' | 5
SINGLE RESIDENCE 4 | R-4 | 6,000 S.F. | 60' | 10'* | 3'**
RESIDENCE-BUSINESS | R-B | 10,000 S.F. | 60' | 10'* | 3'**
MARINE | M | 10,000 S.F. | 60' | 10' | 10'
WATERFRONT | W | 0 | 0 | 0 | 0
BUSINESS | B | 0 | 0 | 0 | 0
CONSERVANCY | C | 0 | 0 | 0 | 0
* PROVIDED HOWEVER THAT THE SETBACK NEED BE NO GREATER THAN THE AVERAGE OF THE EXISTING STRUCTURES ON EACH SIDE.
** PROVIDED HOWEVER THAT ROW HOUSES MAY BE CONTIGUOUS AT THE LOT LINE.
ZONING MAP
TOWN OF NANTUCKET · MASS.
NANTUCKET SOUND
TOWN BEACH
COATUE POINT
PIMNY POINT
BRANT POINT
STEAMBOAT WHARF
STRAIGHT WHARF
NANTUCKET HARBOR
OLD NORTH WHARF
OLD SOUTH WHARF
COMMERCIAL WHARF
WASHINGTON ST.
UNION ST.
FRANCIS ST.
MONOMOY
NANTUCKET TOWN
SIASCONSET
SESACHACHA POND
BEACH CLUB
ATLANTIC OCEAN
SANKATY LIGHT HOUSE
SANKATY GOLF COURSE
SIASCONSET GOLF COURSE
AURORA HEIGHTS
COFFISH PARK
MADAKET
MADAKET HARBOR
WARREN LANDING
CAMBRIDGE
JACKSON POINT
LITTLE NECK
MADAKET ROAD
LONG POND
WHITE GOOSE COVE
MASSAQUOIT RD.
HOMING FACILITY STATION
NORTH ON ALL MAPS
MUSKEGET
TUCKERNUCK
NANTUCKET ISLAND
MAP OF
NANTUCKET AREA
SCALE IN MILES
FAIR GROUND
STATE PINES
BOY SCOUTS
OLD SOUTH ROAD
NANTUCKET MEMORIAL AIRPORT
SURFSIDE
NONANTUM AVE.
SURFSIDE ROAD
ATLANTIC AVE.
LOVERS LANE
GARDNER ST.
CONSERVANCY ZONE EXTENDS INLAND TO 3' ABOVE MEAN SEA LEVEL
PUBLIC BEACH
TOWN SEWAGE DISPOSAL BEDS
ATLANTIC OCEAN
NOTE: R-3 AREA ENDS 150' SO. OF BARTLETT ROAD

March 7, 1967

JOINT REPORT OF PLANNING BOARD AND ZONING STUDY COMMITTEE

Article 22 of the Town Warrant of March 8, 1966, read "to see what action the Town will take relative to the appointment of a Zoning Study Committee." The Finance Committtee stated: "We recommend that the Selectmen appoint a Committee of three or five as a Zoning Study Committee. Said Committee to report at the next annual Town Meeting." The vote was unanimous in favor.

In May 1966 the Selectmen made the following appointments: John H. Bartlett, Jr.; H. Errol Coffin; Alexander M. Craig, Jr.; John F. Meilbye; Edouard A. Stackpole as voting members and Roy E. Larsen and Hugh Sanford, Jr., as non-voting associate members.

The Finance Committee appropriated $1,500 for the Planning Committee and the Civic League raised approximately $7,500 through subscriptions for the Zoning Committee.

The firm of Shurcliff & Merrill was employed as consultants and basic maps and by-laws developed. Private and public meetings were held to further develop the maps and by-laws.

On January 12th and 19th, 1967, the Planning Board published notice of a public hearing on January 27, 1967. The complete by-laws and map were also published January 19, 1967. Notice for a second public hearing was published on February 9th and 16th, 1967, the revised by-laws and map published February 16, 1967 and the hearing held February 24, 1967.

Both Committees unanimously recommend that Nantucket adopt the proposed Zoning By-Laws and map as presented with this report.

Nantucket Planning Board	Zoning Study Committee
Wesley A. Fordyce	Alexander M. Craig, Jr.
Arthur E. Egan	John H. Bartlett, Jr.
Albert J. Pitkin	H. Errol Coffin
W. Marland Rounsville	John F. Meilbye
Charles Welton	Edouard A. Stackpole

General Information on Joint Report of Planning Board and Zoning Study Committee

The Joint Report, as presented to the Town Meeting on March 7, 1967, is identical to that published in the February 16, 1967 issue of The Inquirer & Mirror with the following exceptions:

Change in By-Laws

In Section III-A, part 4, eliminate "as provided by Section 5A, Chapter 40A of the General Laws. ."

Changes in the Map

Changes No. 1 through No. 9, as identified on the map, are incorporated in the Joint Report. These are:

1. Old South Road, to B from RB.
2. Wannacomet Water Co. to B from R-2.
3. West side Polpis Road, to R-2 from B.
4. Sparks Ave. depth increased to 400' from 200' as B.
5. Siasconset Water Co. boundaries re-aligned.
6. East corner Monomoy, to R-1 from R-2.
7. Eel Point, to R-1 from R-3.
8. Poverty Point residential area, to RB from B.
9. East side Madaket Road in Madaket to R-2 from RB; and Cambridge St. and Madaket Road, small triangle to B from R-2.

Change No. 10, showing the Cliff Side Beach Club area changed to W from R-2, is not incorporated in the Joint Report. At both public hearings, this proposal has proven controversial. The Zoning Study Committee requests, therefore, that the Moderator entertain an amendment so the voters may approve or disapprove changing to W.

Sheep-Shearing Festivals Once Gala Affairs

When Nantucketers Supported Big Herds

July 5, 1964

(Mr. Whitten, a Summer resident of Nantucket, is principal of Bliss School in Attleboro. He has written a children's book set on Nantucket. In this article, written specially for The StandardTimes, he revisits the sheep-shearing festivals which vanished from the island's sheep commons more than a century ago.)

By PAUL F. WHITTEN

A faint streak of light slowly peaks through the darkness of night and a new day sends spreading rays of sunshine over the little fishing village of Siasconset. On the shores of the southern part of the island there is a great deal of activity. In the distance are flickering lights from the campfires. The silhouette of a sheep herder can be seen moving in and out of the firelight.

The stillness of the breaking dawn is interrupted by bleating sheep and the overtone of breakers constantly rushing upon the sandy shores.

There is an abundance of activity on this beautiful June morning in the early 1800s. The last of the restless sheep are being separated into their owner's pens. Men on horseback are driving strays from the shores of Miacomet Pond. Immense tents and spreading ship sails are scattered over the moors, just a short way from the sheep pens.

Hundreds at Work

Streams of soft gray smoke are rising, on a gentle southwest breeze, from the campfires, where tantalizing breakfast smells are wafting in and out of the encampment. By now hundreds of men, women and children are engaged in their assigned chores.

Across the undulating moors, toward the town are two-wheeled carts drawn by oxen and horses, followed by an endless line of people. There is much laughing and gaiety and everyone appears to be in a happy holiday mood. Merchants and sailors who have been riding the rolling deep in stalwart whaling vessels meet old friends and their neighbors.

Near the edge of the pond some of the men are having a wrestling bout with the sheep. It is evident that many of the sheep object to being washed, especially so early in the morning.

All of this is a prelude to the Nantucket shearing festival. The event begins the first of the week with the island roundup of the sheep. Then came washing day, followed by shearing day, which was the most exciting of all. The following day the fleece is bagged and on its way to the "big shop."

In the early days of Nantucket, sheep roamed freely over the vast spread of the rolling moor land. The island was an ideal place to graze sheep. They needed no attendant or sheep dog to protect them from wild animals. There was an abundant growth of rich grass and numerous ponds for watering.

The sheep industry had a long and colorful existence. The first Quaker settlers came to Nantucket Island in 1659. Many of them brought first-hand knowledge about the raising and care of sheep from England. The herds grow rapidly and some of the early records stated that at one time the sheep numbered upward to 15,000. The industry flourished into the middle of the 19th Century.

Kept In One [illegible]

The islanders followed an ancient European practice, that of keeping the sheep in one great herd. There were strays that formed into small herds and it was time consuming in the Spring to get them altogether. Holding large tracts of land in general ownership came under the familiar title of "common and undivided lands." The lands that were held in common ownership became known as the "sheep commons." The term is commonly used on Nantucket today, when people speak of the vast stretches of the rolling moors.

Sheep grazing was not only a profitable industry for years, it was almost a necessity on Colonial Nantucket. The wool was spun into yarn and then made into homespun for their clothes.

The sheep formed the bulk of the meat supply for the island community. Some of the meat was salted, smoked and a large supply was pickled for the whalers to take with them on their long voyages.

The sheep that grazed on early Nantucket were as hardy as the whalers. It is true that the sheep suffered untold hardships during the long bitter Winters that embraced the little island community. Sheep are pathetic creatures and have little to offer in the way of self-protection or common sense, against their enemies or the elements.

Some of the early Nantucketers claimed that the sheep which were exposed to the rugged winter elements developed a breed of hardy stock. This type of sheep raising was profitable for the owners, because the sheep required little or any care.

On the outskirts of the town, sheep gates were erected for the purpose of keeping the sheep from coming into the town. One was known as the Newtown Gate and served its purpose well until it was removed in 1821.

When Winter began to descend on the moors and made foraging difficult for the hungry sheep, a few fortunate ones would wiggle their skinny bodies under the gate. They were scrawny and pathetic and their wool was matted with burrs and thorns. These starving sheep became the town bums and beggars, bleating for a handout from the housewives. At night their mournful bleats could be heard by the Quaker folks, as they crowded against the house for shelter from the stormy blasts of a nor'easter.

Spring brought a pleasant picture to the island. The grass was growing green and succulent; the birds were returning from the southland; and the ewes were busy lambing and caring for their young ones.

Due to the pressure from the townsfolks who objected to the inhuman care of the sheep during the Winter months, protective measures were passed in the 1770's. Men were appointed by the local governing officials to administer to the welfare of the sheep. Pens were made for the sheep and during the long Winter season, they were fed hay by appointed caretakers. If a man refused to care for the sheep he was fined 5 shillings.

The sheep led a carefree existence on the island until after the passing of "the sheep storm." These Spring storms are known no longer as sheep storms but are forecast as just ordinary foul weather. But in the early days, Quakers extended no company invitations to their friends on the mainland and the island men never planned their round-ups for the sheep festivals until the "sheep storm" had passed, usually in the middle of June.

When the storm had passed the sheep were rounded up and the festival was under way.

There was excitement galore on Washing Day. Many were the tusslings between sheep and those washing them. It took a mighty strong man to give a large ram the cleaning he really needed. The third day was devoted to the shearing. Experienced shearers were few. When the owners couldn't handle the shearing, a call was sent over to the mainland for skilled workers.

Protected By Tents

The men who did the cutting usually worked under the protection of huge tents or spread sail cloths. The cut wool was packed into large bags. It was a long and tiring day for the shearers. The task of cutting was not easy, even with the legs of the sheep securely tied.

On shearing day no one stayed in town, except the unlucky sailors who were on watch. Rambling across the moors towards Miacomet Pond, the two-wheeled Quaker carts followed the rutted roads. The wagons had broad wheels, so they would not sink in the soft sand or the muddy puddles left by the recent sheep storm. The older Quaker ladies would sit stiffly in their ladder-back chairs. Father would drive the horse or sit beside his wife while the hired man prodded the oxen on their way. The Quaker children sat on the wagon floor.

Something really worth seeing was the annual "Perambulation" of the town's governing officials, who went about the various tents inspecting, all of their dignity topped by towering beaver hats. Some of the dignity was taken away by barking dogs and laughing children who followed the inspection tour.

When the families arrived at the shearing encampment, there was plenty to see and hear. The men erected tents and other forms of shelter while the ladies and older girls unpacked boxes that contained homemade articles, such as pastries, jams, jellies, fancy ware. Other interesting items came from far-flung ocean ports.

The festivals were a blessing to many whaling widows, for here they could earn some extra money by selling their handiwork and home-cooked delicacies.

The "big tent" was the place where you could really get into the swing of the festival. Booths were spread along the walls of the tent with a vast variety of goods for sale. In the center of the tent was a large raised platform for dancing. In the very early days of the sheep festival dancing was frowned upon by many of the Quakers and town officials, but as time wore on and the festivals became widely known, barriers were let down.

During the earliest days of the festival the big tents was occupied only by white women and young girls. As the whalers made longer journeys into tropical seas, dark-skinned people were brought back to the island of Nantucket. These people settled in the south end of the community which became known as "Guinea."

With the increase of the colored poulation, domestic help was made available to the Quaker families of better than average income. In the big tent the colored people eventually took the place of white ladies. Colored cooks appeared at the open camp fires, preparing and serving delicious meals.

The island children eagerly looked forward to the festivals. For weeks in advance they went about the town collecting assortments of copper and iron to sell to Bassett's Junk Store, thus adding to their "shearing fund."

As the years passed by, the fame of the Festivals spread abroad. Colorful gypsies from the mainland sailed across Nantucket Sound and found a welcome. They told fortunes to the lovelorn and helped lend a lively tune to the dance music with their fiddles and jangling tambourines.

"Frank the blind fiddler" came over from the Cape each year and his fiddling was a welcome sound. The size of the dancing platform grew and with it grew Frank's popularity. By the early hours of the morning the sailors were well "jigged up" with nips from the old clay

cont - next pa

(Continued)

ug and swigs of the imported spruce beer and they didn't mind demonstrating some of the new dances they had picked up in the South Seas. As the gaiety of the evening became contagious, some of the sober Quakers would "let down" and trip out the beats on the dancing boards.

Another very colorful character who held a respected place at the sheep festival was Jacob Jones Whitewasher, well-known in the homes of prosperous Nantucket merchants, where he was in demand as a whitewasher of ceilings. He and his wife, Diana served many delectable meals over the counters of the big tent. The sight of Jacob's great big bulk covered by a huge white apron was something people didn't soon forget and he was remembered for many years by those who attended the festivals.

Steamship Excursion

The Festival became so important than on June 14, 1832, the Steamship King Philip made excursions to the island from Fall River, Bristol, Newport, Holmes Hole, and the Vineyard for $3 round trip.

The good times of the festivals meant reunion for some. With the sailors' homecoming there was said to be much "sparking and sweethearting" with the island maidens.

After the tents were pulled down and the crowds had left, came the gleaners of stray wool. The gleaned wool meant much to the poor island widows with large families. It meant some extra mittens or a sweater for some member of the family during the Winter.

The passage of time brought more feuding and arguments between the landowners and sheep owners. It was decided about 1846, at a town meeting, that sheep must be kept on the land of their owners and not allowed to wander about town. Men known as "field drivers" were appointed to impound all sheep running at large.

Hot and heavy arguments became more frequent not only in general meeting places, but in town meetings. Endless lawsuits resulted and in the end all sheep were taken from the commons. These endless arguments and lawsuitsbecame a part of what was known as the "sheep wars" which brought an end to the famous Nantucket sheep shearing festivals.

7. Sheep Raising

Development of the Industry

English accustomed to sheep raising
'Common' land divided into shares for pasturage
Based on twenty--seven shares
Eight sheep equalled on neat beast
Two neat beasts equalled one horse
Finally each share pastured
720 sheep

Sheep commons still owned and taxed

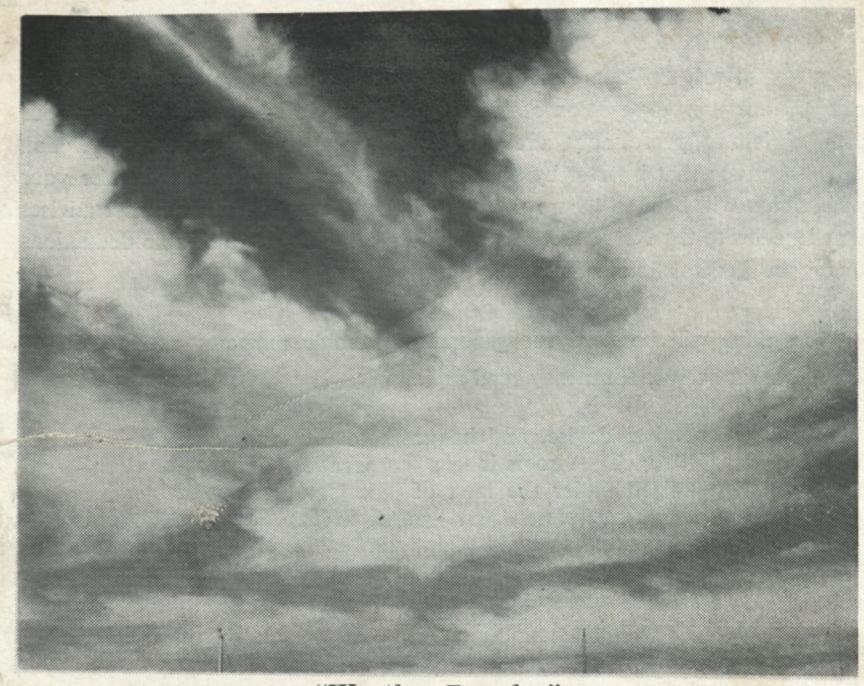
Sheep roamed at large
Branded with owner's ear marks
Marks recorded in town records
Entire island closely cropped
Effect on flora of island
Effect on fauna of island (ticks)
No Shelter in winter
Many died in snowstorms
Some starved
Newtown Gate shut them from town streets on south

Sheep Shearing

Shearing Pens
First at Wannacomet (Washing) Pond and Gibbs Pond
Later combined at Miacomet Pond
Fenced in enclosures in form of large circle
A gate at each end

Procedure
Round up.
Men on horseback collected the flocks together
Washing
Sheep driven into enclosure
Lambs put outside
Sheep caught, sorted, and put in owner's pens.
Washed in pond, then allowed to go outside with lambs
Washing cost two cents per head sheep washed on Friday and Saturday nearest June 20

Shearing
On Monday and Tuesday following washing
Sheep driven into enclosure
Lambs put outside
Sheep caught, sorted, and put in owner's pens
Wool clipped on sheets of canvas, then sheep allowed to go outside to lambs
Shearing cost four cents per head



"Weather-Breeder"

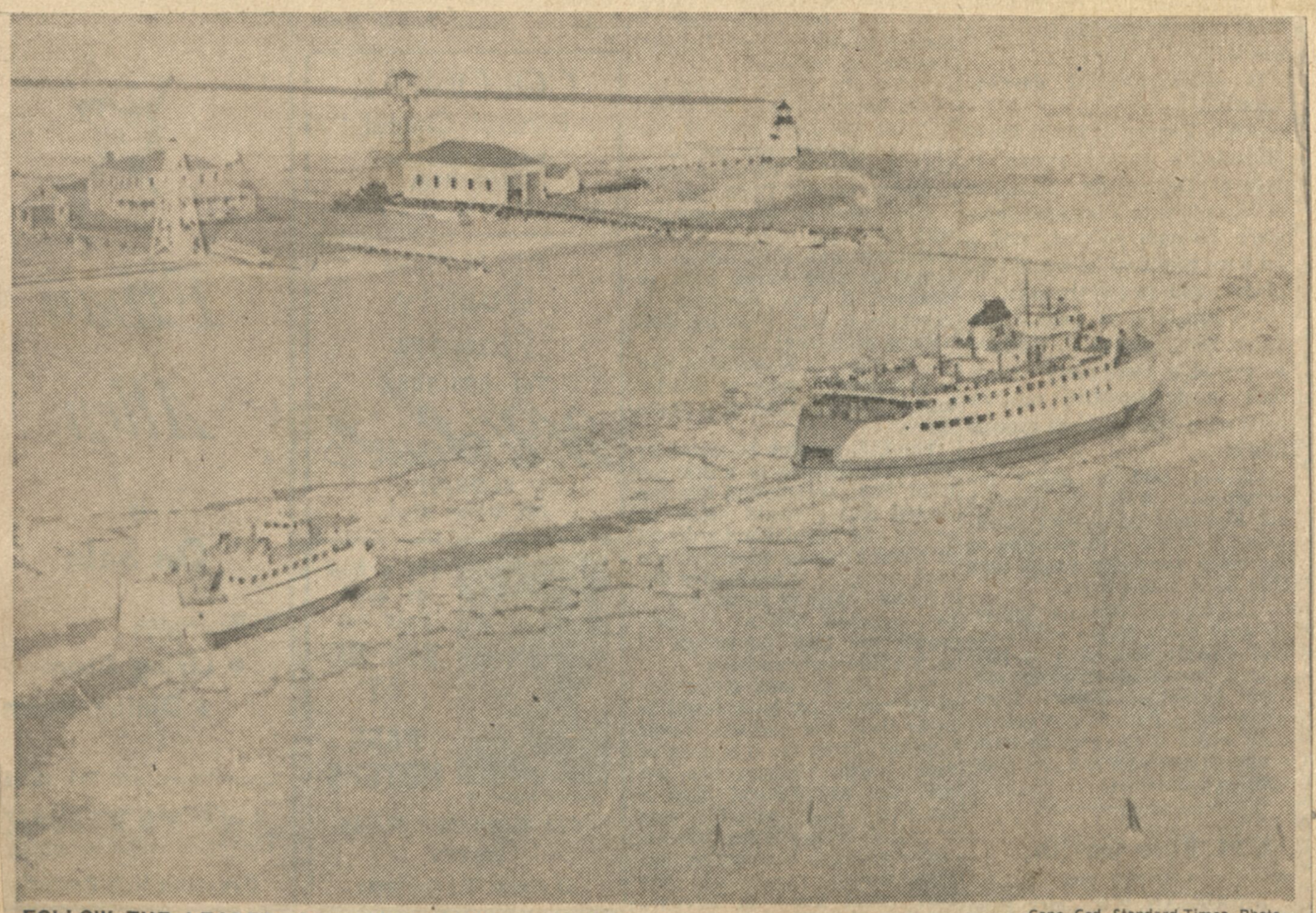
WATER-SPOUTS

on Nantucket Shoals.

A despatch from New York today says that hundreds of waterspouts were counted in the vicinity of Nantucket Shoals yesterday by the officers of the Steamer Maine. None of them, however, assumed large proportions, and so far as is known no damage was done.

Feb. 28, 1907

February ICE BOATING AND SKATING ON NANTUCKET HARBOR. 1918



—Cape Cod Standard-Times Photo

FOLLOW THE LEADER—Steamship authority vessel Nantucket, right, plows through heavy ice to open path for smaller boatline craft, Uncatena, which had been locked at Nantucket dock by harbor freezeup. Buildings at top of photo are Brant Point Coast Guard facility.

The Storm, Nov.

At times last Monday night the gusts of wind were of terrific force, and the anemometer regis ered a velocity of 100 miles per hour at intervals during the night. This great gale came not unannounced. During the day the barometer had fallen steadily, and at nightfall a rainstorm set in. Gradually the wind breezed as the evening advanced, and at 10.30 was blowing a screamer. Shortly before 1 a. m., the storm lulled away to a dead calm. Then came a roar and rush, and hailstones pattered a thundering tattoo as an accompaniment to the roar of one of the heaviest gales experienced here in years. At 2.20 a. m. the barometer recorded 28.90 and the storm was at its height. Outside of a few localities no damage resulted, and in the few cases referred to the injury was of no serious character. Weak fences, etc., succumbed, and one or two roofs of buildings were somewhat demoralized. It would appear from the reports in the daily press that the storm was quite general throughout the state. Considerable snow fell, creating immense damage, and the election news was sadly delayed in consequence of the storm.

SPRING SPORT ON MILL HILL.

The children found coasting excellent up near the Old Mill on April 10th. Boyer happened along on his way to dinner that day and caught the above with his camera. 1917

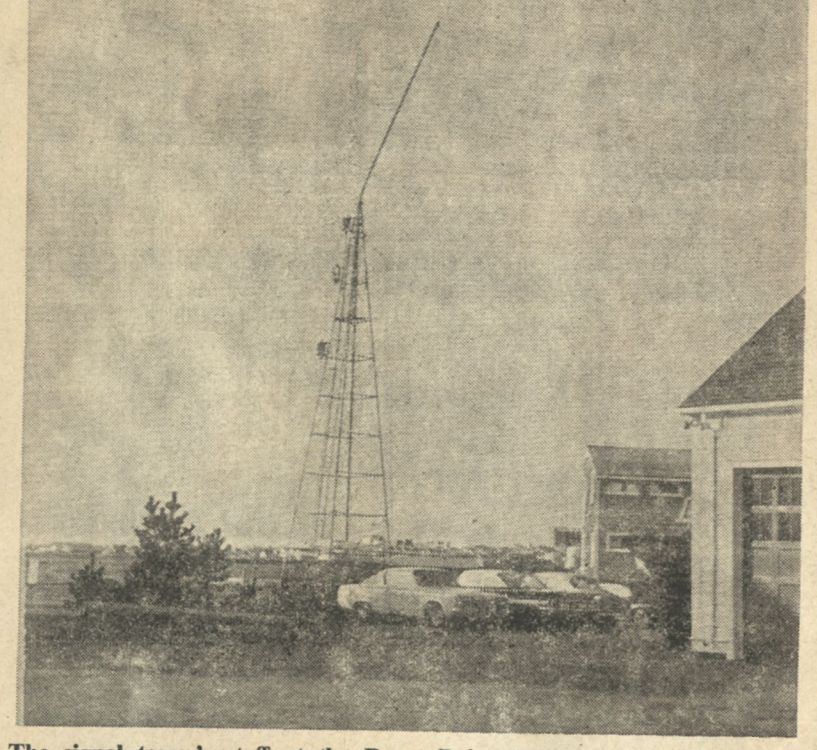
FEBRUARY

The oil tanker *F. L. Hayes* reached the inner harbor after a prolonged battle with the ice fields between the jetties and Brant Point. Str. *Nantucket* finds the channel open for a change and follows her into port.

MARCH 6, 1969

There were extreme high tides during the northeast storm we had here last Sunday and Monday that brought the harbor waters within inches of the floor level of the summer cottages on Old North Wharf.

, APRIL 17, 1969



The signal tower's staff at the Brant Point Coast Guard Station provides mute evidence to the strength of an easterly gale.

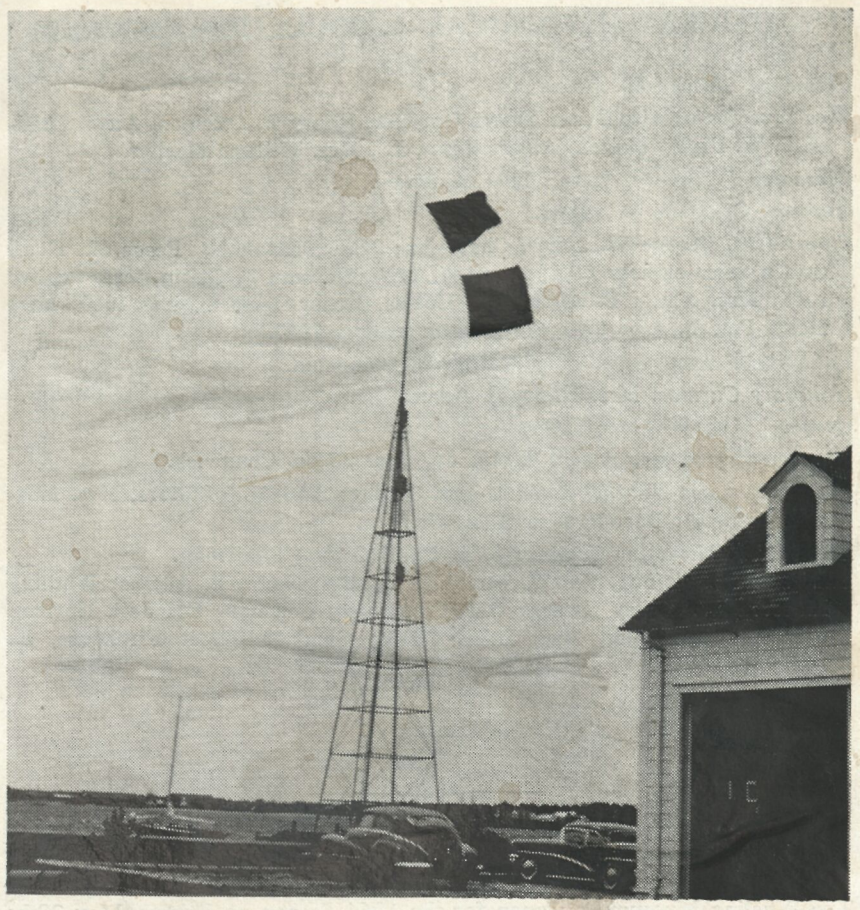
MARCH 1969

Monday's high tide caused street flooding in the Brant Point area when the harbor waters backed up through the surface drains on South Beach and Easton Streets. Cars are shown here plowing through flooding waters at the junction of South Beach Street and Harbor View Way.

Summer Northeaster

, AUGUST 13, 1970

The Pursuit out of Cold Spring Harbor, N.Y. lost her mast and bowsprit. A sad reminder that the elements are not always a friend of man.



Hurricane Coming!

Photo by Bill Haddon

This new year, 1962, sees another landmark disappear. Smith's Point Road at Madaket is gone. Tides have taken away the road, dunes, and land where several houses stood.

Photo by Bill Haddon

Nantucket Town and Harbor during Hurricane Esther, 1961.

The "Great Storm" of last May 24, 25 and 26, put the "Pond" back into the "Lily Pond."

Photo by Haddon

The Breakthrough at Madaket from the air
Looking easterly toward Hither Creek.

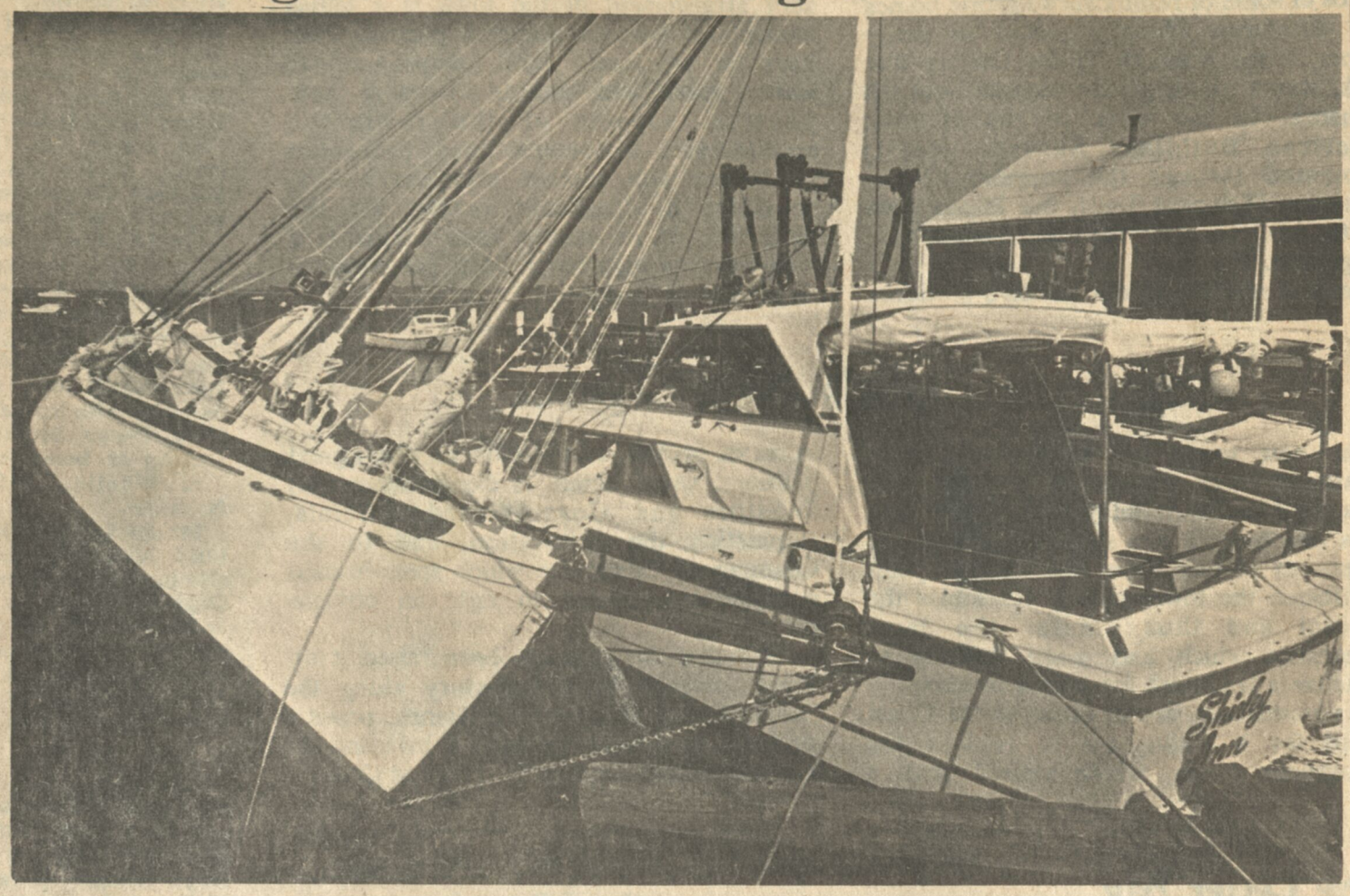
August Gale Makes Exciting Bathing at Town Beach, Surfside

Ice-bound Sentinel

Children ice skating at Mill Pond January 1973

Northeast gale swept Island--harbor fleet endangered--several damaged

AUGUST 13, 1970



The handsome 50-ft. schooner "Halcyon" lies alongside the 36-ft. cruiser "Shirley Ann" at the Nantucket Shipyard north bulkhead after Tuesday's storm. Both craft were floated at high water on Wednesday evening.

Photo by Fran Wasley

A powerful northeast gale, sweeping out of the open sea, battered the island Tuesday afternoon and evening well into the following morning. When it passed on toward the Maritime Provinces on Wednesday it had left in its wake several damaged s[illegible]ng craft and power boats and a number of toppled trees, together with many branches twisted from tree and shrub. The heavy rain which accompanied the storm, however, did not cause any serious flooding.

The storm was centered close to the Island, and early in the afternoon on Tuesday was making its presence felt. The most danger was to the fleet of sailing and power craft moored out in the harbor, as the open roadstead is particularly vulnerable to a northeaster. Several of them began to drag before dusk and one or two drifted through the fleet and onto the shore near the south bathing beach area.

At the wharves the boat basins of the Sherburne Associates proved a welcome haven for the large number of craft in berths. The protection of the wooden bulkhead was of considerable aid, especially when the tide approached its flood around 2:00 o'clock that afternoon. The water, pushed down into the lower harbor by the wind, remained at a high level for several hours. The boat basin employees worked late to ensure the safety of the craft, and both the Dock-Side restaurant and the Anglers' Club remained open most of the night, proving welcomed rendezvous for the watchers.

All eyes were on the harbor as dusk came, with the scene of the various yachts pitching and rolling in the white-capped seas, one giving a vivid manifestation of the power of the wind and sea. A number of the owners and their families and crews came ashore to spend the night, and, with the passengers from the steamer "Nantucket" who were momentarily stranded because the steamer did not attempt the passage back to the mainland, locating places to stay was a problem.

It was as wild a night as the fleet in the harbor has experienced in August for several years. One or two of the large crafts were endangered by the breaking adrift of two smaller yachts but for the most part they rode out the storm. The worst damage was suffered by the big yawl "Pursuit," of Cold Spring Harbor, owned by Leon Sherburne, which lost her main mast after a weird chain of circumstances. Between 8:30 and 9 that evening, Tom Keith, the efficient launchman at the Nantucket Yacht Club, saw the "Pursuit" had broken adrift and was being carried down toward the steamer "Nantucket." With Dave Masters with him in the "Alert," he took the launch alongside the yawl and Dave boarded her. Almost at the same moment, two Coast Guard rescue craft reached the scene and Masters passed them a tow line. In attempting to reach a mooring, in the heavy seas, the tow line became fouled around the bobstay, and with wind gusts making the situation a tricky one, the strain proved too much for the bowsprit and it snapped. Within a few minutes the tall mainmast, swaying wildly, broke off at the deck. The dismasted yawl was then tied to a mooring.

John and Adrienne McCalley's handsome schooner "Halcyon" was the near victim of another series of misadventures. Some of the drifting craft were slipping past her without contact but one of them fouled the schooner's anchor rode and snapped it, as well as dragging the mooring. The "Halcyon", free and adrift, came before the wind directly toward the Nantucket Shipyard, finally fetching up on her beam ends, jammed up alongside the power cruiser "Shirley Ann", which had previously become wedged at the north bulkhead of the yard. Fortunately, neither craft was seriously damaged, the schooner (a sturdy vessel) having a bent chainplate as her major injury. Mike Todd and his men were able to slide the "Halcyon" back into the water Wednesday evening at high tide.

The yawl "Happy Hoy," which also broke adrift, was coming down upon the Shipyard bulkhead when she was fended off and taken around to a place of safety. She had dragged through some of the fleet but escaped this danger, also. A fiberglass sloop lost her mast when she was fouled by a drifting craft, and a powerboat belonging to Charles Swain of Nantucket broke from her anchor and was driven ashore at south beach, suffering extensive damage.

Considering the sudden fierceness of the storm it was fortunate that more yachts did not break adrift. The Coast Guard station at Brant Point had her small boat and then the gale warning flags hoisted, thus alerting boat owners early in the day of the danger. A pleasant feature of the turbulent night was the way which the Rev. James Edds and the North Congregational Church made Bennett Hall available to stranded steamboat passengers and boat owners and their families. More than seventy people were accommodated at the Hall during the night.

Winter Holiday

Feb. 10, 1974

Last Sunday afternoon many of Nantucket's young and young in heart congregated at Dead Horse Valley, near Mill Hill Park, to savor the thrill of hurtling downhill on a fast-moving sled. There are diverse ways of navigating down a snowy slope on a sled, and islanders tried them all:

tandem...

as a passenger with Mama...

solo...

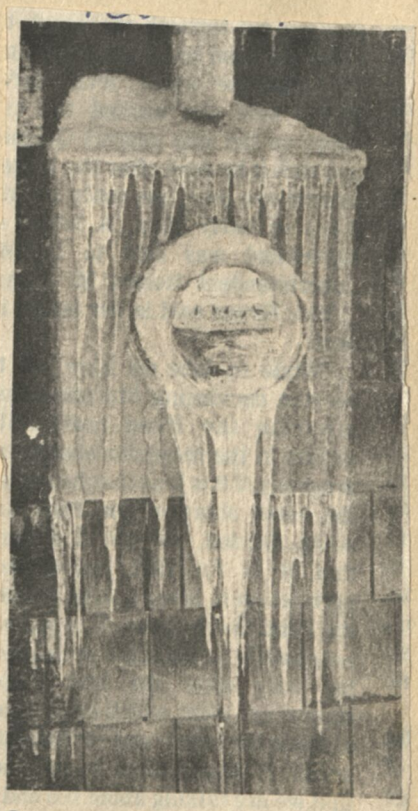
tripledecked, or Dagwood sandwich-style...

...which can lead to disaster!

backwards

piggyback...

as an expedition...



Ice covers electric meter
Feb 14, 1974

Photo by Janowen

A tale of three ducks at Hollywood Farm Feb-1973

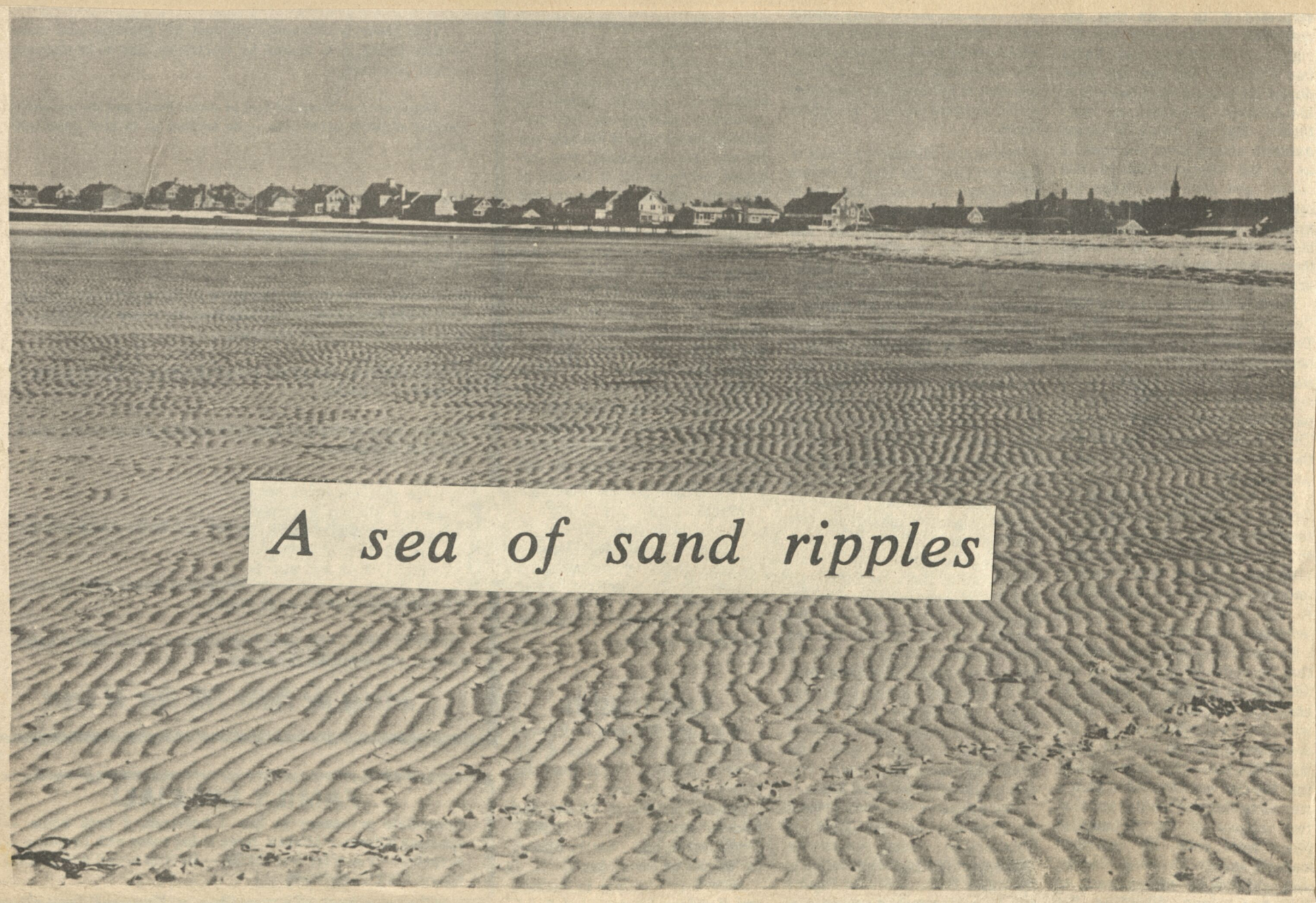
"Snow Ramparts along Easy Street"

Northeast storm and record high tide push Harbor into lower Broad St.

August Gale Makes Exciting Bathing at Town Beach, Surfside

March Winds Along the Cliff.

The Great Woods Fire of April 10th, 1968,
viewed from South Beach

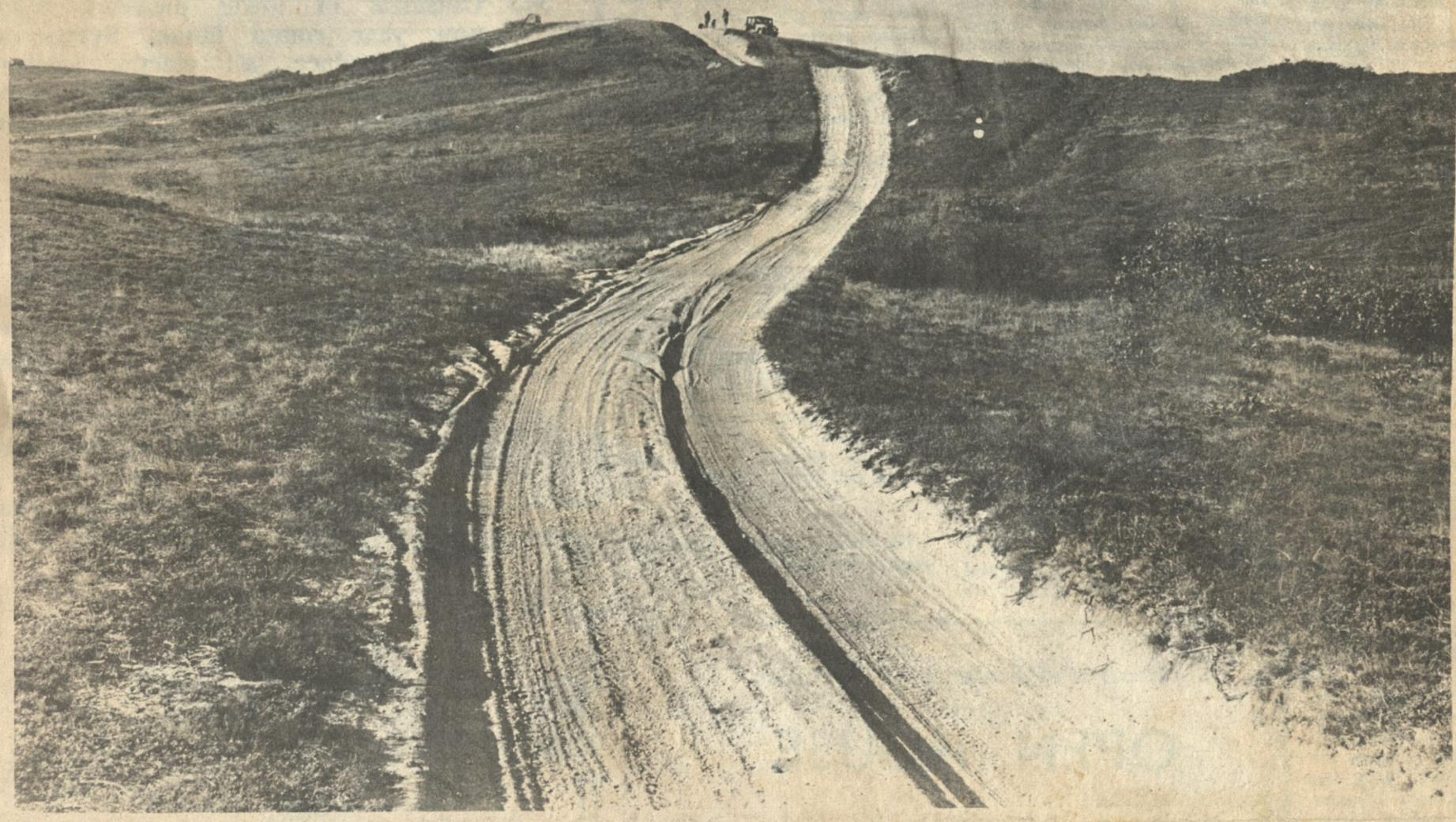


A sea of sand ripples

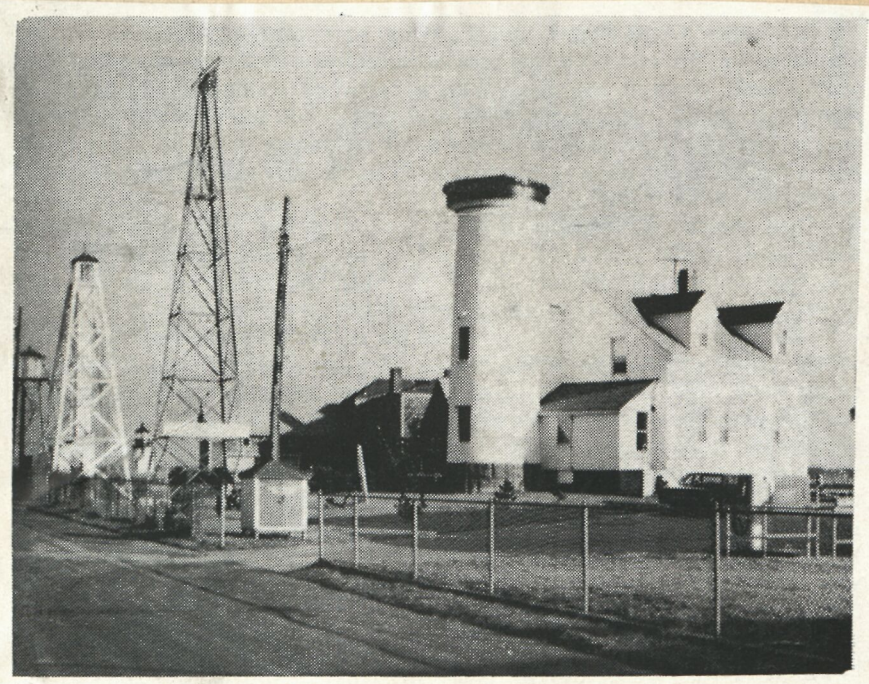
Low tide bares a vast expanse of tidal ripples sculptured in the sand at Jetties beach.

1974

Nantucket Moors — a heritage to be thankful for



Brant Point: Watchman and Guardian



U.S. Coast Guard Station, Brant Point, the original high tower still standing

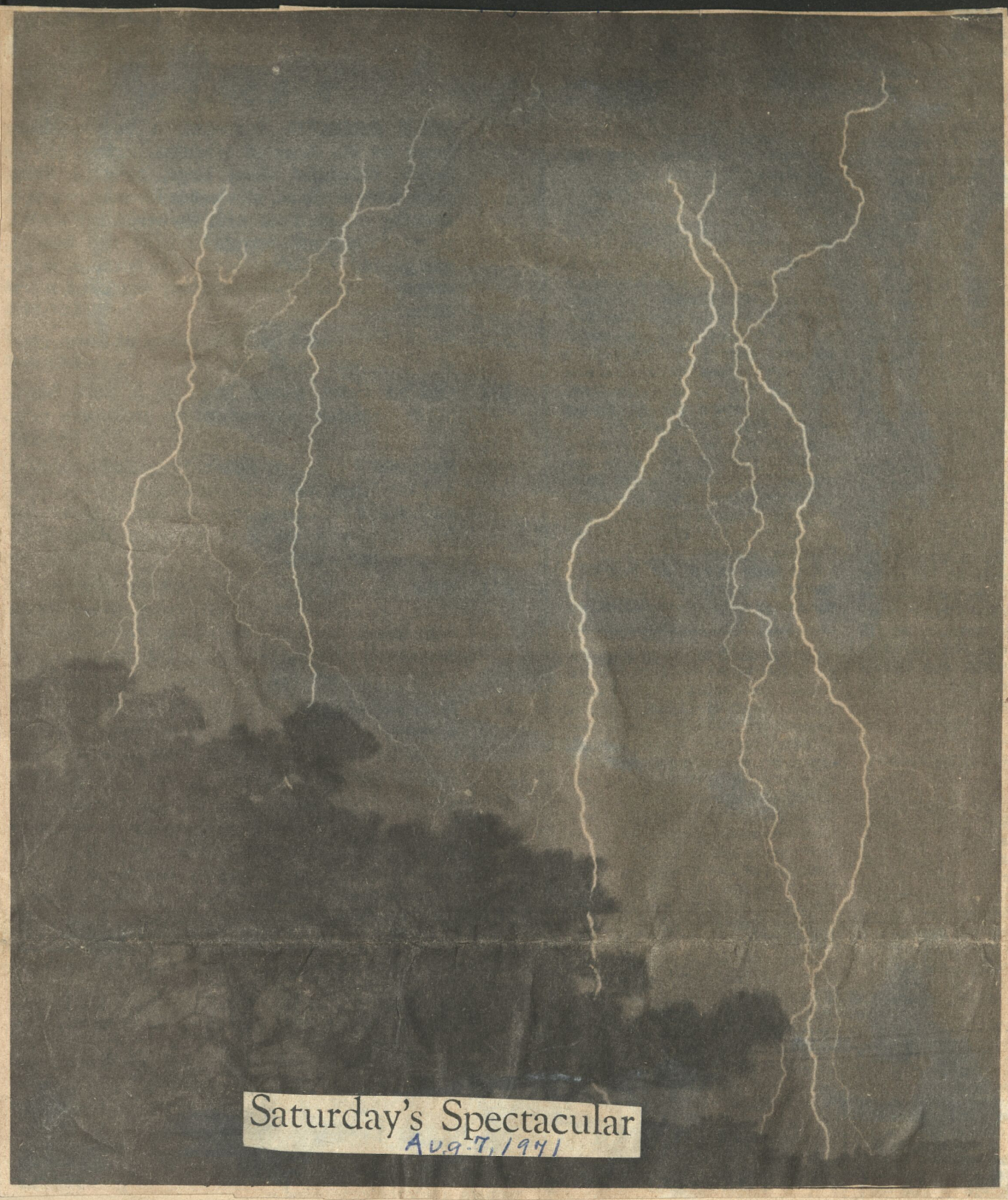
Nantucket Town — 1800 from painting attributed to Thomas Birch.

A once familiar pastoral scene at the old Quaise Farm 75 years ago.

THE CREEKS

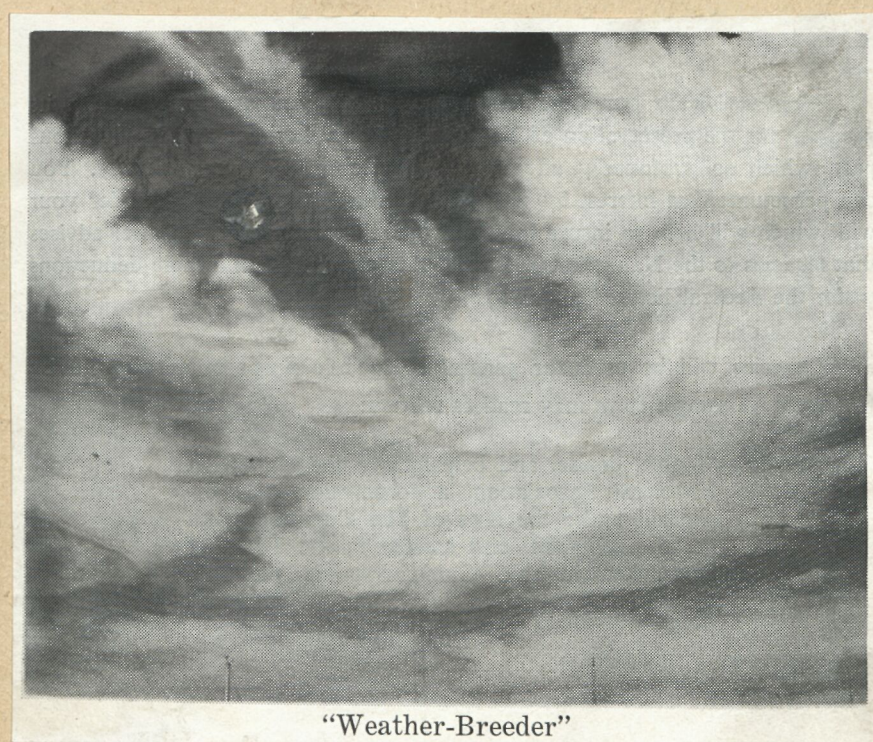
Nantucket Town from the air

Main St. Vegetable and Flower Stand



Saturday's Spectacular

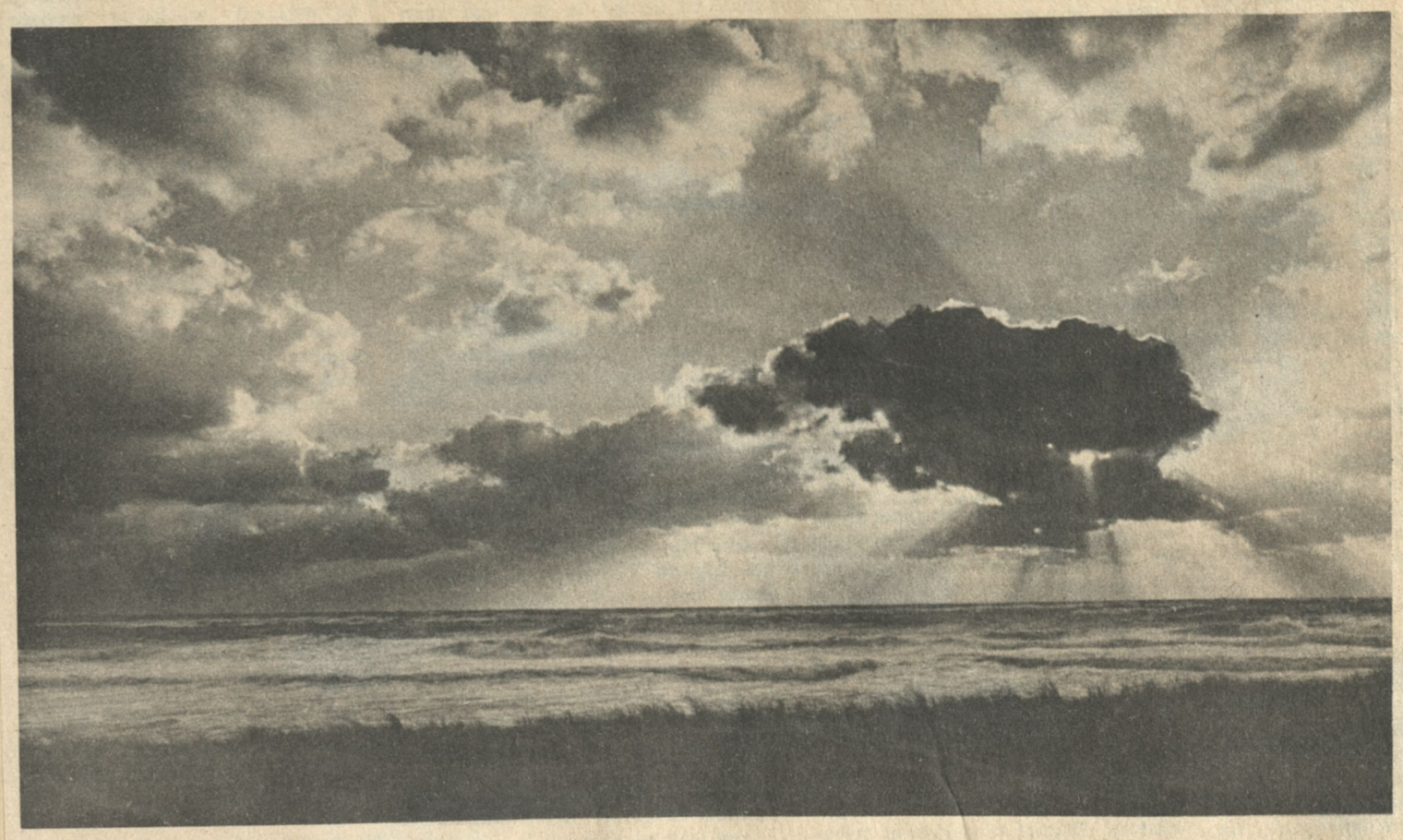
Aug. 7, 1971



"Weather-Breeder"

Fog, with Time, also waits for No Man.

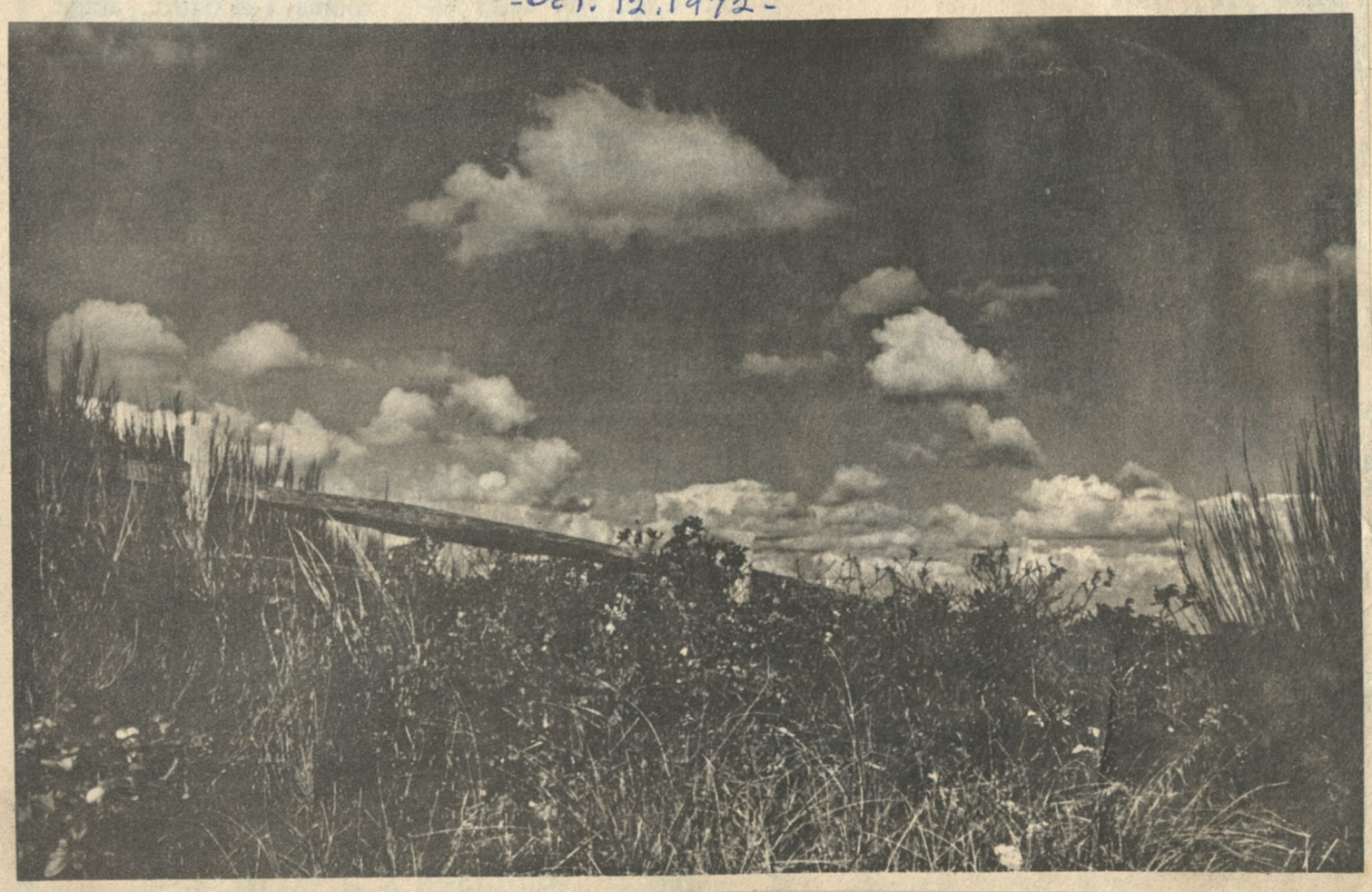
After the storm



Cloud formation off Cisco Beach January 1972

Gathering clouds forecast the chill of winter

-Oct. 12, 1972-



CISCO

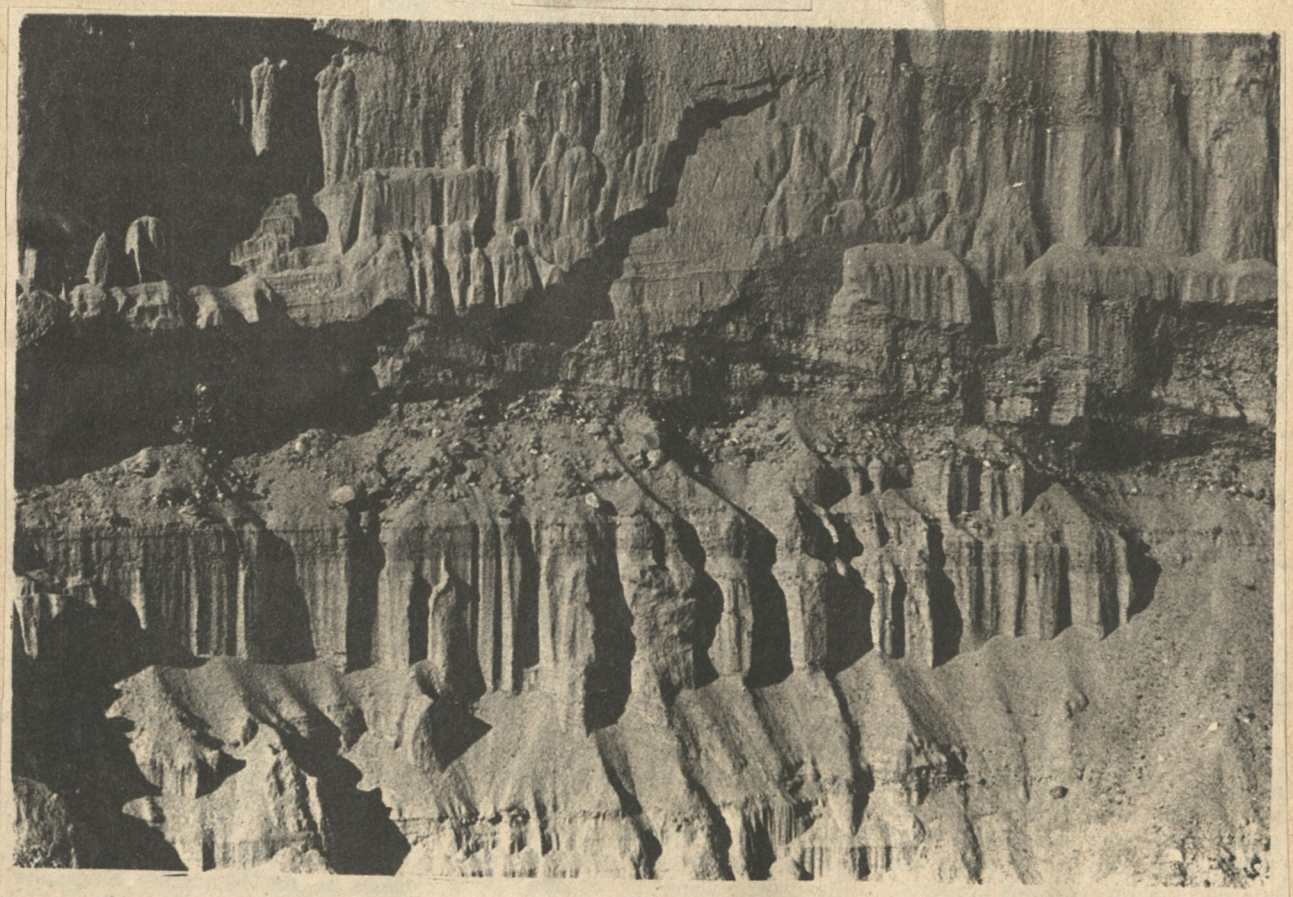
South Shore Erosion

Gale winds last week created extremely high seas on the ocean side of the island and continued the erosion of the shore line particularly at Cisco and the public beach beyond it. The picture shows the asphalt at the end of the Hummock Pond Road that was undercut by the waves causing large chunks to drop onto the Cisco Beach.

March 1972

Nature's sculpture

AUGUST 3, 1972



BEACH EROSION MIMICS WESTERN CANYONS

The erosion of wind-laid sand layers, shown above at Cisco, duplicates in miniature the massive formations seen in the far western states. The vertically etched layer running across the lower middle of the picture, above, is composed of wind-driven sand grains of nearly equal size, packed into a dense, strong bed which holds a vertical edge as long as it remains moist. This is characteristic of wind-laid sandstones, which are highly resistant to erosion and have a nearly vertical cleavage. The stratum shown above, overlain by water-laid gravel and other strata, is about six inches from top to bottom. Similar formations in Colorado and Utah, formed of wind-packed sand in the age of dinosaurs and since hardened into red sandstone, are several hundred feet in thickness and extend for a hundred miles or more.

A contra-wind feathers the long rollers at Madaket

Road's End, Madaket

Hither Creek, Madaket, from the bridge. The Massachusetts Department of Public Works pians to dredge this area some time within the next year and, with the excavated material, construct a dike along the shore at the westerly end of the creek, large enough, it is hoped, to prevent a breakthrough or any further erosion at that point.

At the end of Tom Nevers Road

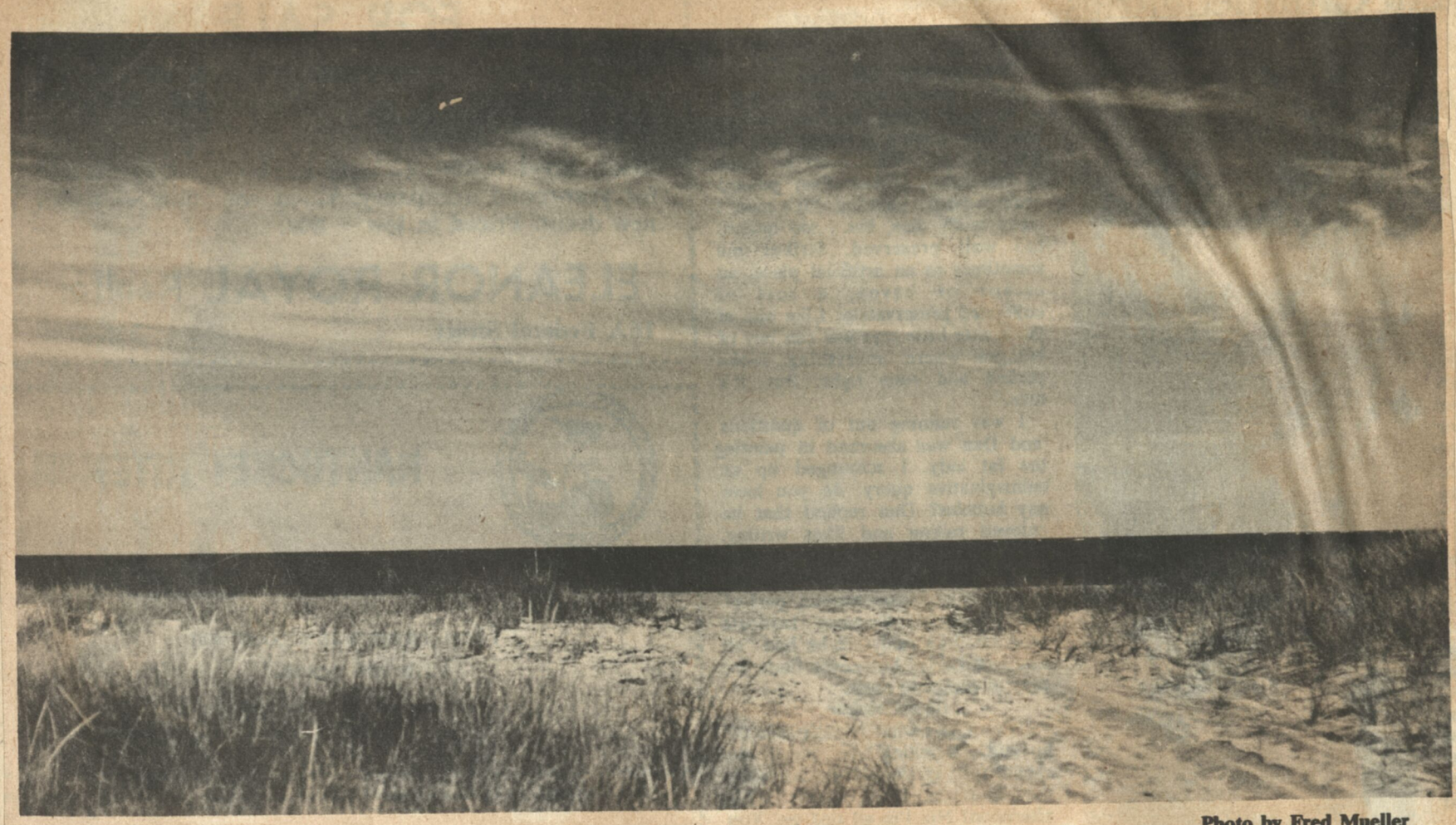
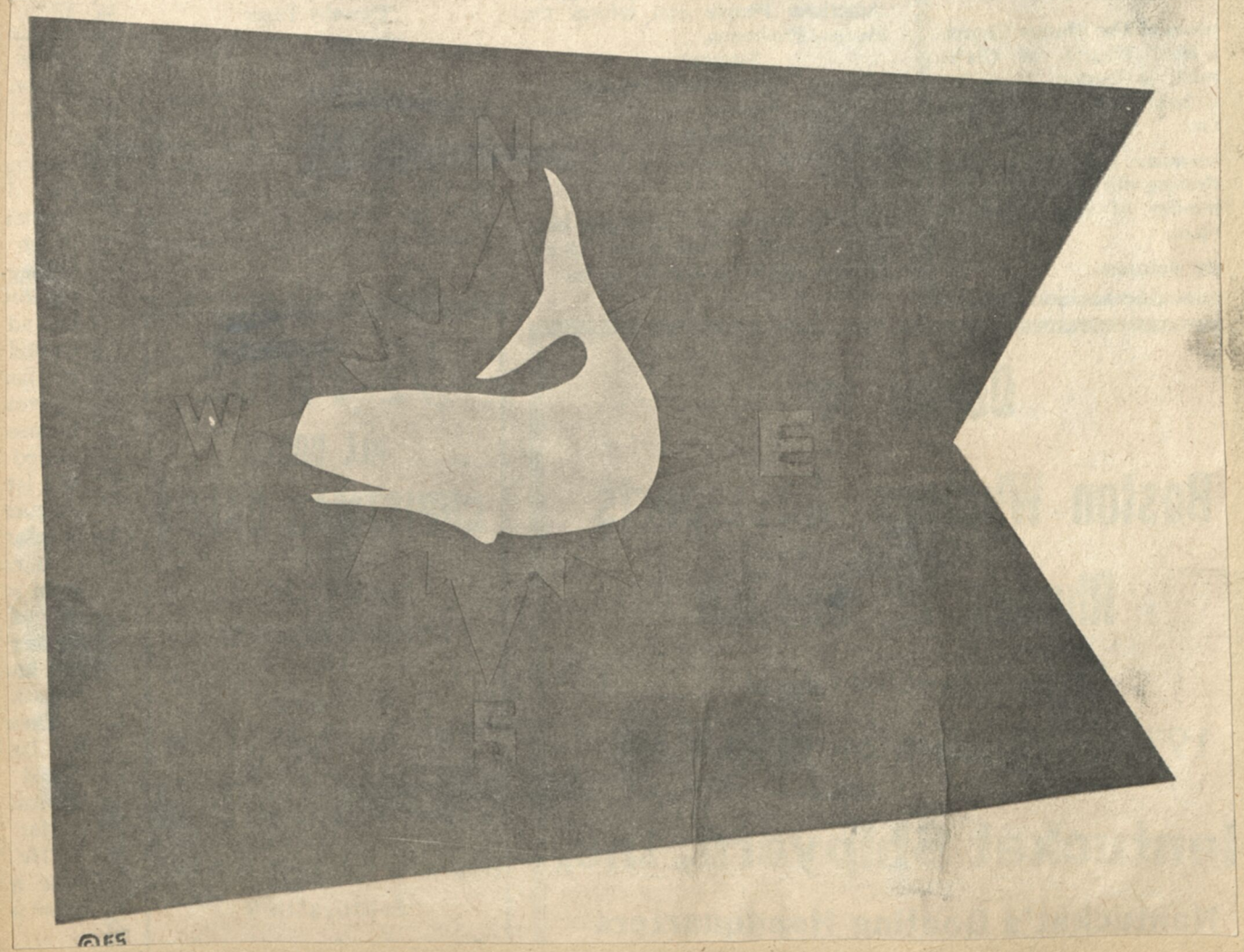


Photo by Fred Mueller

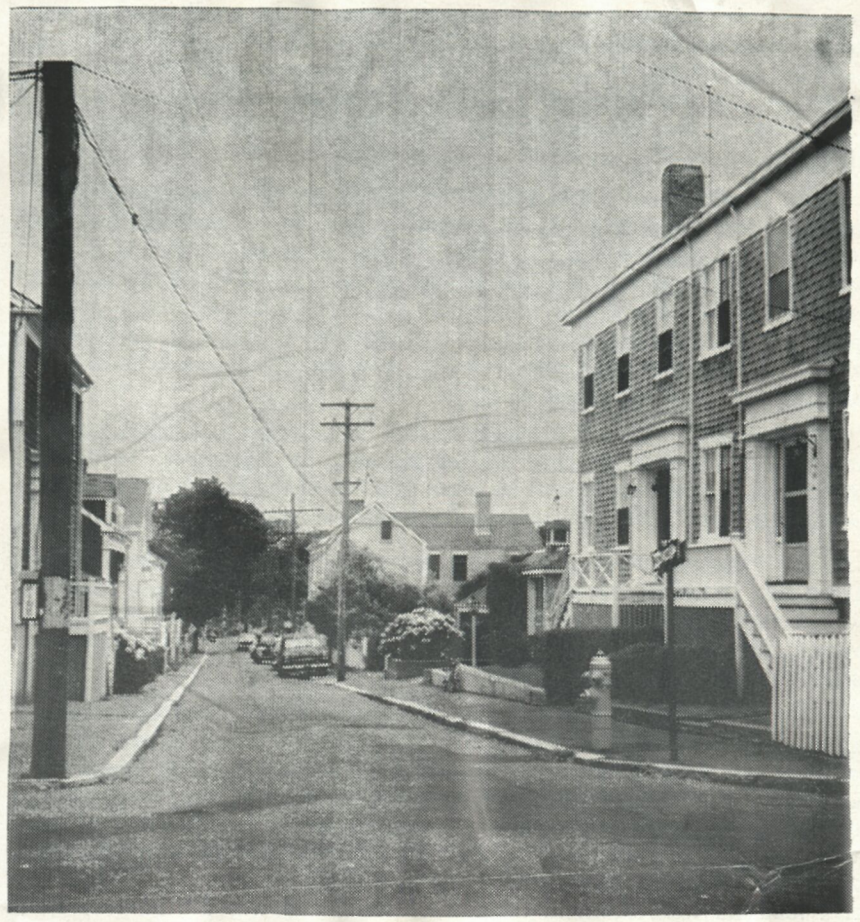
Salt marsh — The Creeks



Dr. Edward B. Swain of Squam Pond, Nantucket, and Hartford, Conn., has been judged the winner of the Inquirer and Mirror's Nantucket Flag Contest. A total of 85 entries were submitted to the three-ember panel of judges (who prefer to remain anonymous). Dr. Swain's winning entry was one of a series of nine variations on the same theme submitted by him, an ingenious adaptation of a sperm whale to incorporate much of the shape of Nantucket Island. Dr. Swain has arranged that the fifty-dollar cash prize be shared with Paul Gleason Jr., of Leicester, Mass., the young man who started the idea last fall when he submitted a flag design to the Governor of Massachusetts and the Nantucket Board of Selectmen.

The Gardner Street Fire Hose House

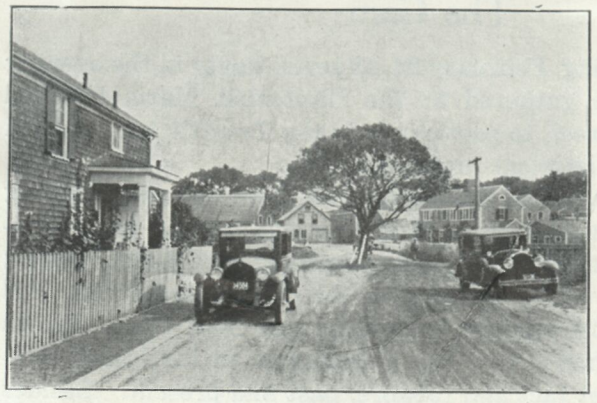
later years used by Christian Science Association as meeting place for Church services



Looking down Gay Street from Westminster . . . Silk Factory at right.

Academy Hill Lane, unique among Nantucket's lanes, right-angles twice as it climbs what was called "Beacon Hill."

The North Tower — Frame by Boreas



Easy Street with Napoleon Willow in center — 1934.

The story has other ramifications —when the second willow blew over in 1898 the trunk was cut up and thrown into the "fill" on Easy street where the tide played over it. Even this salt water submersion did not finish the Napoleon willow for it sprouted and grew, was a picturesque landmark on Easy street until 1935! Two are gone but the descendant of one Napoleon Willow brought from St. Helena in 1842 still stands.

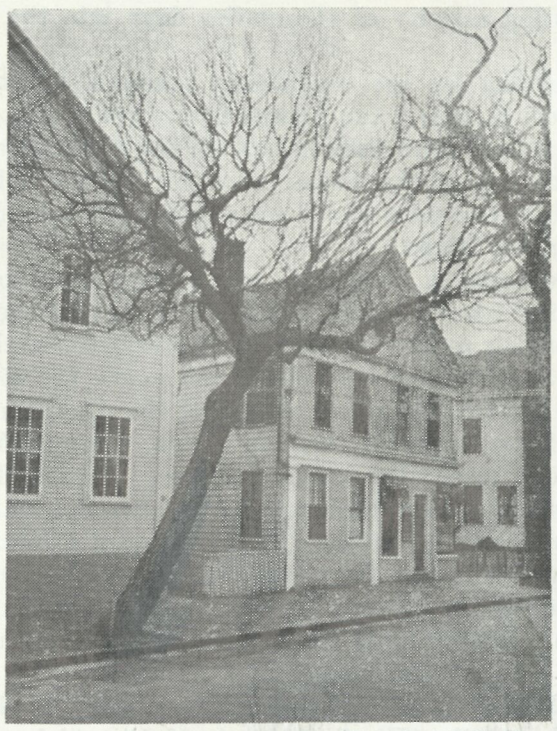


Photo by Bill Haddon

Napoleon Willow, Centre Street, Nantucket, 1961

The "Napoleon Willows"

The three Napoleon Willows, Centre Street, 1868

September 8, 1838 the whaleship Napoleon set out from Nantucket with Capt. William Plaskett in command, and on her voyage she put in to St. Helena. Henry Plaskett Clapp had shipped as cooper on this voyage and when the crew was given a holiday at St. Helena they wandered about until they found Napoleon's grave. Henry Clapp cut three slips from the willow at the head of the grave. These he planted in a small box and nursed them until all three became "trees". When the ship rounded Brant Point Sept. 13, 1842, he had three willows to present to his mother. The three trees were set out on Centre street between Broad and Chestnut on the east side of the street, and thrived until one succumbed to a heavy blow in the late 1890's. In 1898 the second was blown down, and in 1918 the 3rd was cut down. The story should end here!

But that is by no means the end of the tale. One Napoleon Willow still stands on Center street! The last to be cut in 1918, sprouted and has grown until it again sheds its shade on Centre street not far from the corner of Broad street. It is growing a little old and gnarled but stands sturdy as can be seen in the picture. (cover picture)

A twig, blown from the Centre street willow in 1958, is now growing near the Frog Pond in Boston's Public Gardens.

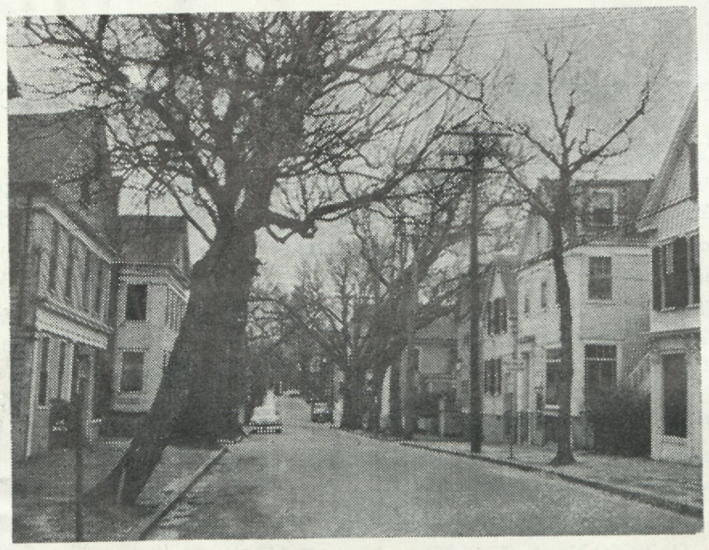


Photo by Bill Haddon

CENTRE STREET, NANTUCKET, 1961

The Ocean House, 1862.

Whaler's Log Auctioned For $21,000

HYANNIS—When the captain of the old New Bedford whaling vessel Monticello decorated his ship's log, or journal, with sketches of whales caught and ships met durnig an 1850 voyage to New Zealand, it was apparently just a form of doodling for him.

But that doodling commanded a hefty price here this week when bidders at a marine auction battled up to the $21,000 level before the log was sold.

That price, said marine expert Richard Kugler later, is probably the highest ever paid in the world for a whaling journal. Kugler is director of the Old Dartmouth Historical Society and Whaling Museum in New Bedford.

"It's nice to see such a treasure appreciated," commented auctioneer Richard A. Bouprne as he intoned the final "going . . . going . . . gone!" that closed the bidding.

Identity of the buyer was not revealed, but Bourne's partner, William Tuepker, said the price paid indicated the journal will end up in one of the nation's leading marine museums.

LOG which was sold for $21,000.

"Very few private collectors will go that high for such an item," he said.

During the early stages of the auction at the Bourne Co. auction Galleries, however, there were many individuals competing for the purchase.

"They dropped out at the $8000 level," said Tuepker. 'After that, the bidding was confined to just two men, both probably representing museums".

The brown, hard-covered journal measured 12 by 16 inches and an inch thick and was described by Tuepker as "in very good condition, considering its age and the fact it had survived a long sea voyage aboard a working whaler."

Adding still more to its value, said the auctioneer, were many of the sketches that were done in colors, including a beautiful and extremely detailed picture of the Monticello.

Marine historians will be be drawn, too, to a section in which the craft's skipper drew in color the many flags flown by whalers operating during that period out of New England ports.

"The man was an artist," said Tuepker, speaking of the Monticello's skipper. At the time, though, one can be sure he never expected to set a world record in Hyannis with his doodling.

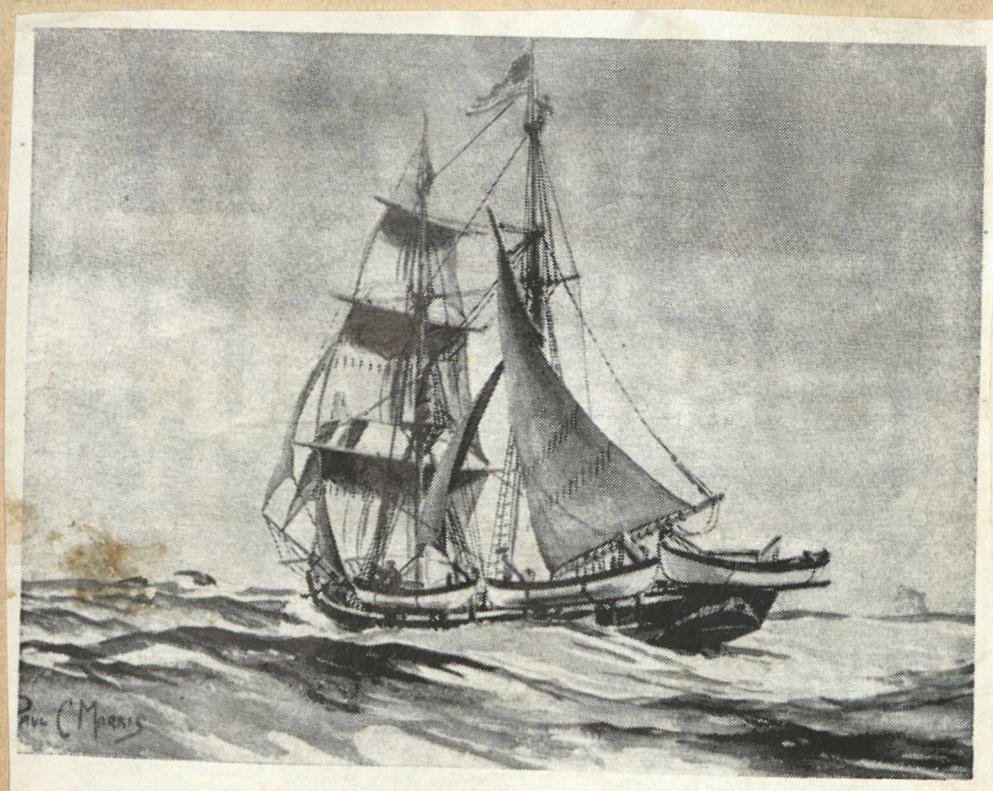


Photo By Paul C. Morris, Sr.

Nantucket's last whaler, the "Eunice H. Adams."
From a water color by Paul C. Morris.

NANTUCKET IN WHALING DAYS.
From an Old Photograph.

FAIR ST. MUSEUM

Part of the chinaware cabinet at the Fair Street Museum showing the large collection of salt-and-pepper shakers.

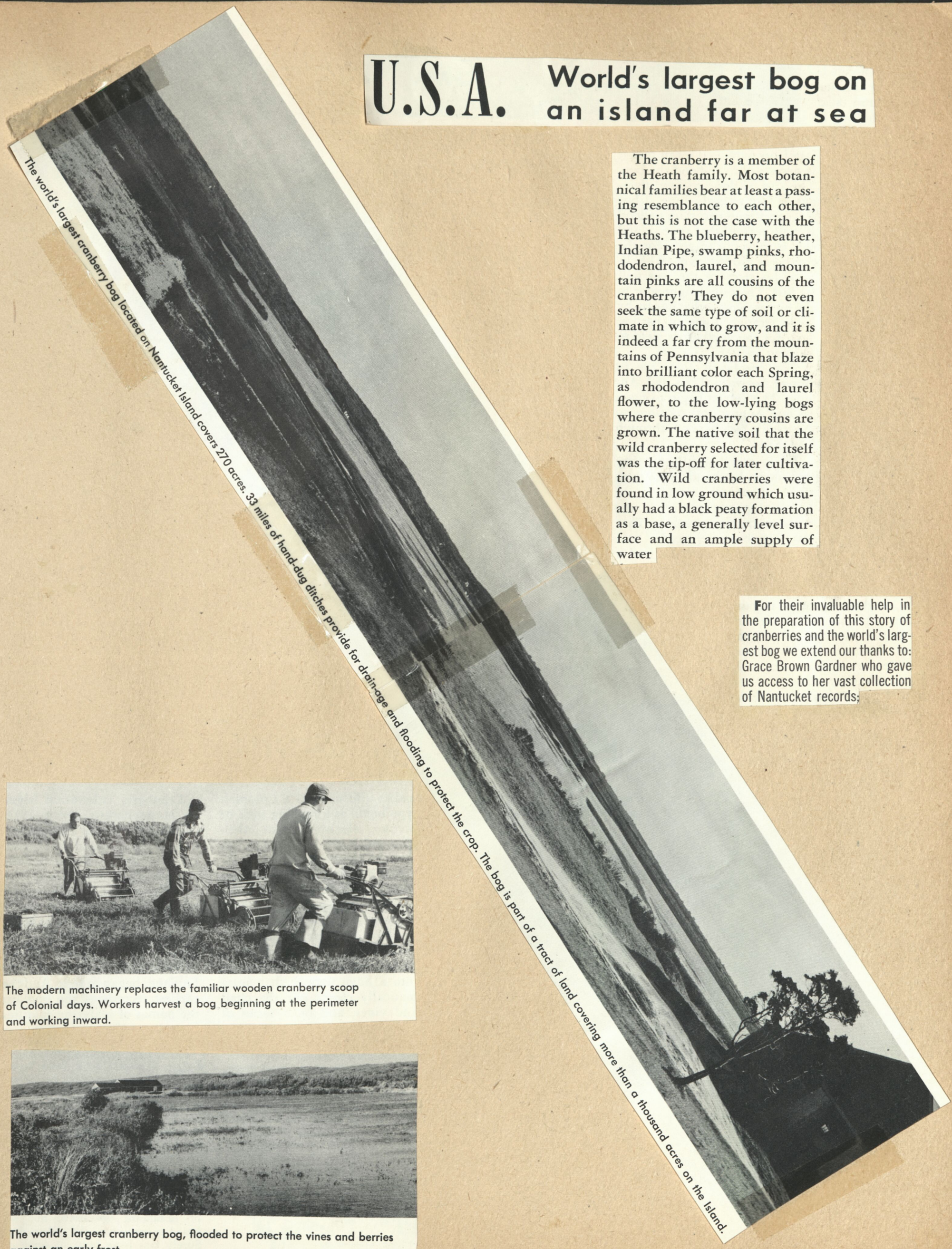
A corner in the Historical Museum, Fair Street.

Photo by Paul

A corner of the West Parlor of the 1800 House.

2 Chairs from #33 Milk St - Gift of Grace Brown Gardner

U.S.A. World's largest bog on an island far at sea



The world's largest cranberry bog located on Nantucket Island covers 270 acres. 33 miles of hand-dug ditches provide for drain-age and flooding to protect the crop. The bog is part of a tract of land covering more than a thousand acres on the Island.

The cranberry is a member of the Heath family. Most botanical families bear at least a passing resemblance to each other, but this is not the case with the Heaths. The blueberry, heather, Indian Pipe, swamp pinks, rhododendron, laurel, and mountain pinks are all cousins of the cranberry! They do not even seek the same type of soil or climate in which to grow, and it is indeed a far cry from the mountains of Pennsylvania that blaze into brilliant color each Spring, as rhododendron and laurel flower, to the low-lying bogs where the cranberry cousins are grown. The native soil that the wild cranberry selected for itself was the tip-off for later cultivation. Wild cranberries were found in low ground which usually had a black peaty formation as a base, a generally level surface and an ample supply of water

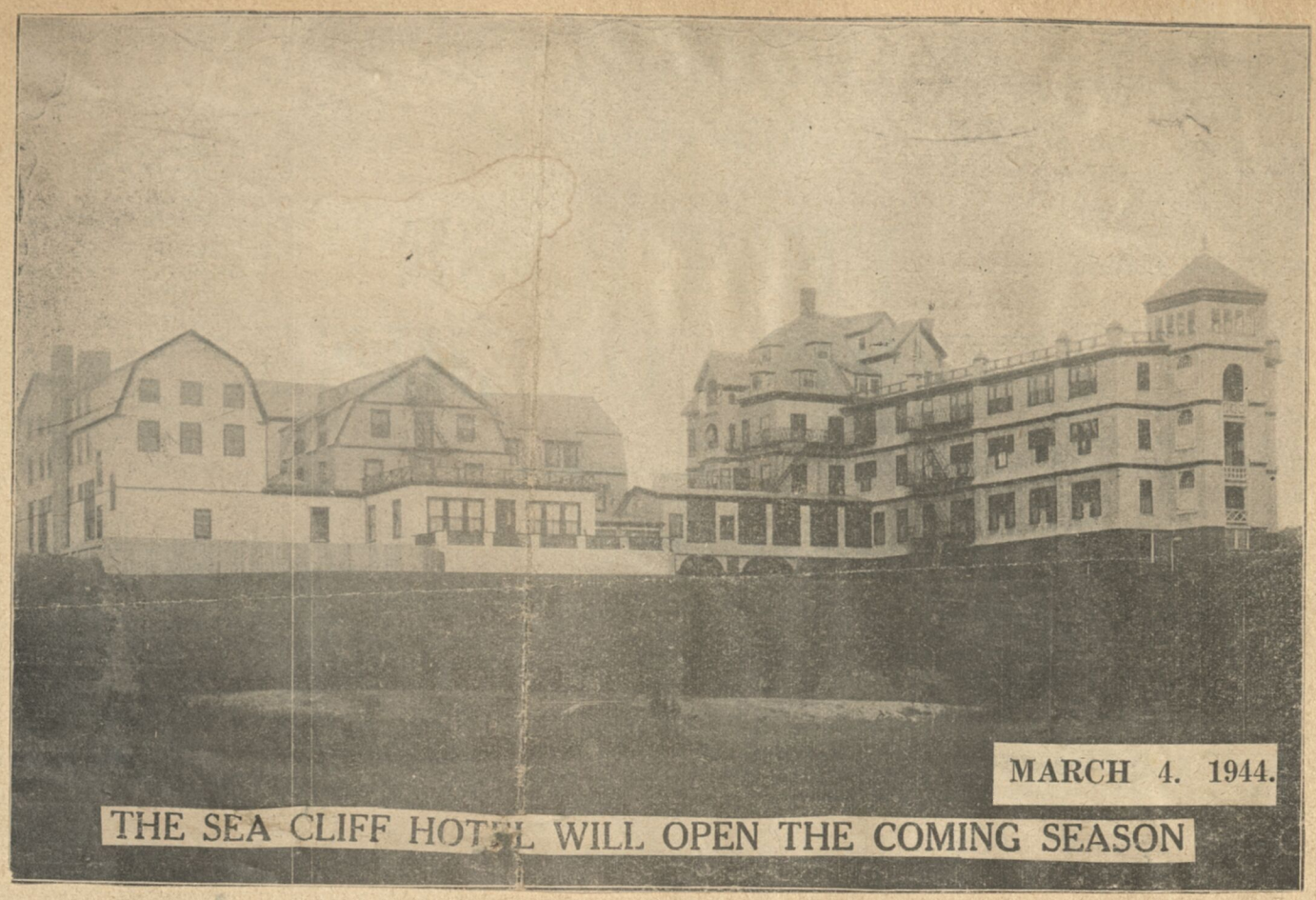
For their invaluable help in the preparation of this story of cranberries and the world's largest bog we extend our thanks to: Grace Brown Gardner who gave us access to her vast collection of Nantucket records;

The modern machinery replaces the familiar wooden cranberry scoop of Colonial days. Workers harvest a bog beginning at the perimeter and working inward.

The world's largest cranberry bog, flooded to protect the vines and berries against an early frost.

Ice fields and open water:

Ice covering most of the harbor and adjacent Sound is broken by leads of open water which reveal the strongest tidal flow. White objects to the left of First Point and in First Bend are stranded ice floes several feet thick. At upper left a long ribbon of ice streams seaward from Great Point.



MARCH 4. 1944.

THE SEA CLIFF HOTEL WILL OPEN THE COMING SEASON

Nantucket's Famous Sea Cliff Inn Is Bought By Sherburne Associates

The Sea Cliff Inn, one of Nantucket's landmarks, was sold this week to the Sherburne Associates by Robert W. Lloyd, who has owned the famous summer hotel for the past 10 years.

The purchase price was reported to be between $70,000 and $80,000.

The sale had been rumored in the Town for weeks. It also had been rumored, and now it is categorically denied, that the Sherburne group planned immediately to raze the building and put up cottages on its site.

"This is not so," John Welch, speaking for the Associates, said this week. "Mr. Lloyd has agreed to operate the hotel under a lease arrangement, with the Associates as the landlords of the property."

The original portion of the Inn dates back to the 1850's.

One of the concerns of the Sherburne Associates, it was learned, was that the Inn might pass into the hands of an off-Island group who would exploit it to the detriment of the Island and especially to the detriment of the Cliff Road neighborhood in which there are many lovely homes, all with a magnificent view of the waterfront.

"Basically," Mr. Welch said, "what the Associates had in mind was the long-range interest of Nantucket."

An Island landmark crashes to oblivion

Demolition of the 106 room, four story, Sea Cliff Inn, started last week with steady progress being made on the roof and upper story except when weather conditions forced a brief halt.

The razing is being done by the Roberts Crane Service, under supervision of Manuel Roberts of Falmouth and Augustus Ramos of South Shore Road, and it is reported that the Island Service Co., a branch of the Sherburne Associates, is paying $50,000 to have the 115 year old structure taken down.

Plans to drop the debris and broken wood over an embankment in the rear of the building where it would be buried have been changed and instead the lumber and materials such as the bricks, windows and doors will be taken to property owned by Ramos. These materials will be available for sale to island builders and the rubble and scraps will be buried on the Ramos property. Roberts estimated that 90 percent of the large building and the smaller structure will be salvaged.

A permit to raze the building was granted by the Board of Selectmen about five weeks ago after a hearing was held in the Selectmen's office. A second permit was needed to bury the material over the embankment from the State Department of Public Health but this was given up when Walter Beinecke, Jr., head of the Sherburne Associates, decided to allow the lumber and material to be salvaged.

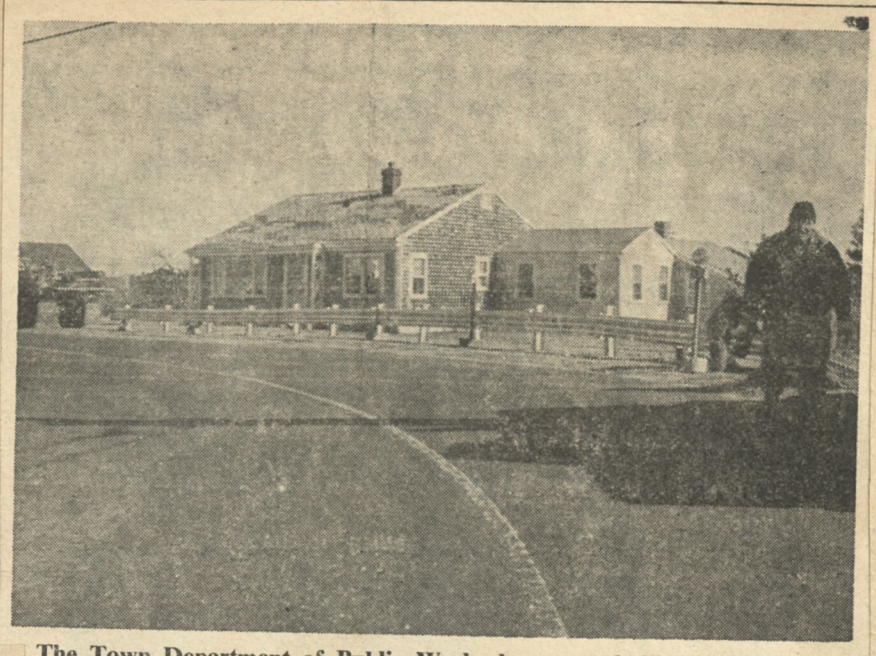
The old inn was built in 1857 and a large wing was added in 1866. Through the years many famous personages enjoyed a summer stay at the hotel where they could sit on the front porch and watch the pass or sit on the back porch and watch the steamers come and go and the trim sailboats and yachts cut through the channel waters to Nantucket Sound. It was only a short walk down the back road to North Beach Street from where they were handy to either the Jetties Beach or Cliffside Beach.

The Sea Cliff Inn had also established a reputation under the guidance of Robert Lloyd, former owner of the hostelry, as an ideal spot for conventions, being a very spacious building, and many a convention and business meeting was held there. The largest and most noteworthy convention held at the Sea Cliff Inn was in 1959 when the American Academy of Arts and Sciences met and brought to the island hundreds of the most noted scholars, including college presidents, scientists, astronomers, physicists and nuclear experts. These learned scholars not only came from this country but from all parts of the world.

Also recalled by old timers are the well attended dances held in the ballroom through the years and the large and beautiful dining room that was noted for its excellent food and its quiet simple dignity.

All these are gone and a bright spot in Nantucket's past history is fast fading away. In the matter of a few months there will be nothing left of a noble hotel but an empty space on the Cliff.

MARCH 27, 1969



The Town Department of Public Works has erected this metal barrier at the curve on Sparks Avenue in front of the home of Mr. and Mrs. Cecil Richrod, Jr. The curve has been the scene of several accidents, one of which took the life of a Navy man who was killed when his car rammed into the side of the Richrod house several years ago. The barrier replaces a wooden, fence-like barrier erected as a temporary measure after a car went through a series of cement posts and struck the front of the house a few months ago.

Photo by Fred G. S. Clow

Mildred Jewett, who for many years has been a one-person Coast Guard Auxiliary at Madaket, attended the Change of Command ceremony last week. She is shown with Chief Robert A. Buotte on the left and his replacement at Brant Point Station, BM1 Charles Paulino on the right.

James K. Glidden was the "first Nantucket boy to engage in the practice of law" in his home town in many years, when he opened his law office in the Sanford House building. 1947

Island has busy Fourth; Estimate 20,000 visitors 1972

In spite of foggy weather and chilly winds, Nantucket experienced a pleasant and busy Fourth of July weekend that brought an estimated 20,000 visitors to fill the hotels and rooming houses to overflowing. Cool weather stopped many from going to the beaches.

The ferry boats brought capacity loads of passengers, cars and freight to the island on all trips especially towards the end of the week and those here only for the weekend started moving out on the Monday and Tuesday trips. Not only did the Steamship Authority boats move a lot of people both to and from the island but planes, when they could get in and out, were also loaded to capacity and the Hyannis excursion boats were bringing in an average of 300 passengers trip.

While most people gathered at the Jetties Beach to watch the fireworks, others went on the right-of-ways along Beachside, stood on the harbor wharves or parked on the Cliff. After it was over the local police, assisted by the VFW Police Patrol and the Explorer Post 95 members, performed traffic duty and did a marvelous job in keeping the traffic moving towards Main Street and towards the Cliff. It was bumper to bumper on all roads on the Point until the cars had moved out a half an hour after the fireworks were over.

At least 50 yachts moved out into the channel near the Jetties where they had a vantage spot to watch everything. Two Coast Guard boats kept circling the yachts to see that the main channel was kept open and the evening boat had clear sailing into the harbor.

Last week the chain stores and other food stores were busy all week with lines at every checkout counter. Hotels, rooming houses restaurants, drug stores and gift shops also did a rushing business during the long weekend.

Police Chief Wendell H. Howes said it was a real quiet Fourth with no serious accidents and no criminal incidents.

Millionaire's remodelling of Nantucket stirs a row

THE NANTUCKET Straight Wharf waterfront, as developed by Walter Beinecke.

By DANIEL Q. HANEY
and HOWARD WHITE

Nantucket Island, port of the Pequod in Herman Melville's "Moby Dick" and the center of New England's thriving 19th century whaling business, gradually is being remodeled according to the historical perspective of a controversial millionaire landlord.

Walter Beinecke, a summer resident of the island 30 miles off the Massachusetts coast, has spent millions during the last 10 years reshaping the scenic seaport; drawing the ire of some residents who see the result as a Hollywood - style scenario, but gaining support from those who believe he is preserving history.

The island resembled many New England seaports a decade ago. The harbor shores were dotted with an ice factory, gas stations, a lumber yard, rusting fuel tanks and decayed shacks.

Since Beinecke's arrival, rusting anchors have replaced the tanks. Long wharves have been lined with quaint green-shingled shops, and cobblestones now dot the waterfront of the 200-year-old whaling port.

BEINECKE HAS BOUGHT UP large parcels of the downtown area and virtually all the wharf, transforming it into what he thinks a New England seaport should be.

In the process he has raised rents and written into leases which products may be sold and what decor may be maintained. He has terminated several leases and has come to own what is estimated to be as much as $19 million worth of island property. His holdings include 155 buildings.

Beinecke's purpose, he says, is to protect the island from the developers who have taken over much of nearby Cape Cod and turned it into honkytonk strips of motels, gas stations and fast food stands.

To save the island he's buying it. So far, according to tax records, 9 percent of the assessed value of the island has been purchased, and most of that is in the small downtown business section.

Beinecke refuses to say just what percentage of the commercial property he controls, but estimates range up to 80 percent, and he admits being the single largest commercial land holder.

The property is in the names of three companies — Herburne Associates, Island Service Co. and Natucket Historical Trust.

The assessed value of the company's total holdings, according to the tax records, is $1.9 million. But on inflation - ridden Nantucket, where choice one-acre lots sell for about $40,000, the tax assessor says the market value of the property is 4 to 10 times the assessed value. That would make Beinecke's property valued at between $7.6 million and $19 million.

BEINECKE, 55, is a former president of Executive Airlines, originator of Christmas Clubs and owner of radio stations. He's also a member of the family that controls Sperry and Hutchinson, the Green Stamp company.

His power over what the town looks like and who does business there makes Beinecke an extremely important man to the island's 4000 year-round residents.

Nantucket — the island and its only village have the same name — has a single industry, selling things to the tourists who make the $10 round-trip across Nantucket Sound aboard ferries of the Woods Hole, Martha's Vineyard and Nantucket Steamship Authority.

The island's main attraction is its appearance. It has stately old homes, a cobblestoned Main st. and neat wooden shops. There are no neon signs, billboard or other commercial garishness.

Much of it looks the way it did in the early 1800s when the whaling industry was in its heyday.

Keeping it that way is a concern of many island residents.

Whether Beinecke is doing that makes him a source of controversy.

Beinecke's other reason for buying Nantucket land — to make money — also causes concern among the islanders, particularly his tenants. Rents are going up, sometimes drastically, and some say they are afraid the traditional arts and crafts shops will be taken over by fashionable Fifth ave. clothing chains that can pay the rent.

MANY RESIDENTS seem to agree that Beinecke's development has bolstered the town's economy, but some question the aesthetics of the rebuilt waterfront.

"It looks like Disneyland with a quahog (large clam) tied to its tail," said one shopkeeper, who, like most islanders, asked not to be identified.

"I think there could have been superior architectural planning, he said. "A lot of people think it's authentic, and it isn't. It's a near miss."

Beinecke bought and tore down the ramshackle ice factory, lumber yards, gas stations, coal bins, fuel tanks, fishermen's shacks and other dilapidated commercial structures that lined the town's wharves and waterfront streets.

In their place he's put a 189-boat marina, narrow one and two-story gray shingled shops, a bandstand and a shingle and brick supermarket fronted with a landscaped parking lot. Besides dozens of other buildings and vacant lots, most of them downtown.

In all, according to town tax records, his companies own five hotels and about 150 restaurants, stores, dwellings and other buildings.

Not all are commercial properties. Some are buildings maintained by the nonprofit historical trust.

BEINECKE SAYS his goal is simple, to preserve Nantucket's character while keeping one thing in mind:

"We're in the resort business, the entertainment business. It's an act. We're here to entertain you."

Before he stepped in, he said, "commercial values of property were going down rapidly. Stores were turning into pizza parlors and card shops."

The harbor area was crowded with decrepit buildings, he said, and people ignored it. "What should have been our front yard had become our back yard," he said.

"Nantucket is a national asset," Beinecke said. "It warrants preservation. You can destroy an asset by promiscuous use.

"Do you sit back and let change happen in whatever form it may, or do you make some preparations for it? Myself and some others decided that change with planning would be less damaging."

He defends the destruction of waterfront buildings — "We didn't take any building that's older than I am" — and is proud of what has replaced them, pointing to awards from the Massachusetts Horticultural Society and the American Institute of Architects.

Now that the downtown is transformed, Beinecke says he'll concentrate on attracting more profitable stores.

"We're moving into a framework," he said, "where we're having more merchants who are able to operate profitably under the handicap of the short season here and preserve the historic character."

ONE WHO IS FEARFUL new businesses will mean skyrocketing rent increases is Ted St. Germaine, who operates a sandalmaking shop.

His four-month summer rent rose from $750 in 1966 to $850 this year. Next year it's going up to $1600.

Another sandalmaker says Beinecke is demanding a 200 percent rent increase plus 7½ percent of his gross income.

When this fall's rent increases were announced, 11 tenants signed a letter asking that Beinecke meet with them first before asking any more increases. Beinecke called the letter "utter nonsense."

Preserving the character of the town also means, for Beinecke, strict control over his tenants' business. His leases restrict what kind of merchandise the store sells, what kind of sign it hangs out and how much noise it makes.

He said he refused to renew the lease of a used clothing store that specialized in expensive 1920s costumes because he did not like the customers it attracted.

Some islanders say that even though the town is prettier now, the real waterfront has been replaced by Hollywood-style fakery.

"There's bound to be some controversy," says Henry G. Kehlenbeck, president of the Pacific Bank on Main st.

Some islanders, he said, have been uneasy over the notion of "so much desirable business property within the control of a single man or a single corporation."

But he adds the new face of Nantucket has "certainly improved the economy of the island.

"The basic business here is still tourism," says Kehlenbeck and we're not concerned about 'Will success spoil Nantucket?"

Old Lady Three-Decker Folger Looks Back 200 Years and Comments a Bit

By Miss Three-Decker Folger

This Old Lady on Centre Street is 200 years old coming soon. I supose I am a little forward talking about myself, but hearing so much from others about their aches and pains and many so much younger than I, it makes me a little boastful. I've never had much to do with hormones for the skin or vitamins and seem to get on just the same. Of course I know who Elizabeth Arden is and the others, but never had anything to do with them. I guess my Old English background gives me a heart of oak, and that I am told lasts well over 100 years. So you see, I am still a chicken and a white one at that. When I was young I was so tall they called me Three Decker Folger, it hurt but I kept my head up. I was glad when my now dear friend Congregational Church came to live near me on the other side of the street. I feel small in comparison.

I can still see what's going on without moving a step. The fancy doings on Main Street make me laugh my eyes out. I really don't have to look, they all come to look at me. They stop and take my picture and say, "look at her, she's an old timer, looks like she's asleep." Lord no, I'm not at all, my glasses are a bit misty and look as though they have slipped, but I don't miss nary a trick. All the young things on bicycles, ping shorts and all, make me smile and then those halters they wear. Well in my day we had halters but we put them on horses. Well I guess the old gray mare ain't what she used to be. And the young men, lah, showing their bare legs. Well when I was a girl, they did too, but they kept their pants on.

Once in a while I look at the Bricks and remember them when they were kids and what they thought of themselves with their fancy French trimmings, but now they are a bit older and a lot wiser and much more mellow.

About ten years ago I felt a bit queasy and a man all the way from New York came to look me over. He said, "Well Old Lady you are a beauty and all you need is a bit of perking up and I am going to prescribe a slight face lift." Lordy I laughed in his face and said where is all the money coming from. He said, don't worry, it won't cost much.

When he told me I said I guess I'd better start making candles again, when I see what they are getting for a hand made candle nowadays. I realize I gave up making them much too soon. In spite of myself he took hold of me and called in some darned high priced experts like Bob Blair and others and I had my whole innards gone over and now I'm full of electricity and painted like a fancy woman, and I like it. Even the tourist buses stop now and I don't mind at all when they call out, "Look at the old Three Decker, she looks pretty good for her age."

As that gal with the blonde hair and other things used to say, "Come up and see me sometime."

January 1973

At a brief ceremony held last Thursday afternoon at Our Island Home, Miss Josephine Congdon, who was 96 on June 14, was presented with the Boston Post cane in recognition of the fact she is now the oldest resident of the island.

The presentation was made by Robert G. Haley, Chairman of the Board of Selectmen, who explained to Miss Congdon that she is the elder citizen of the island and entitled to have the cane.

Miss Congdon was born in Newport, R. I., in 1876 and came to Nantucket with her parents to live when she was a small child. Before she became ill she lived at 1 School Street in the same house bought by her parents in 1899.

She is a Unitarian and all through her life has been active in church work. She has been ill about two years.

Present at the ceremony was Miss Helen Powell, Miss Congdon's niece; Rev. and Mrs. Robert Anderson of the Unitarian Church; Mrs. Olive Garrabrant, Superintendent of the Island Home, and nurses and attendants. 1973

Miss Congdon – Aunt of Helen Powell

BOATS

The Uncatena has a new shape for '72

1972

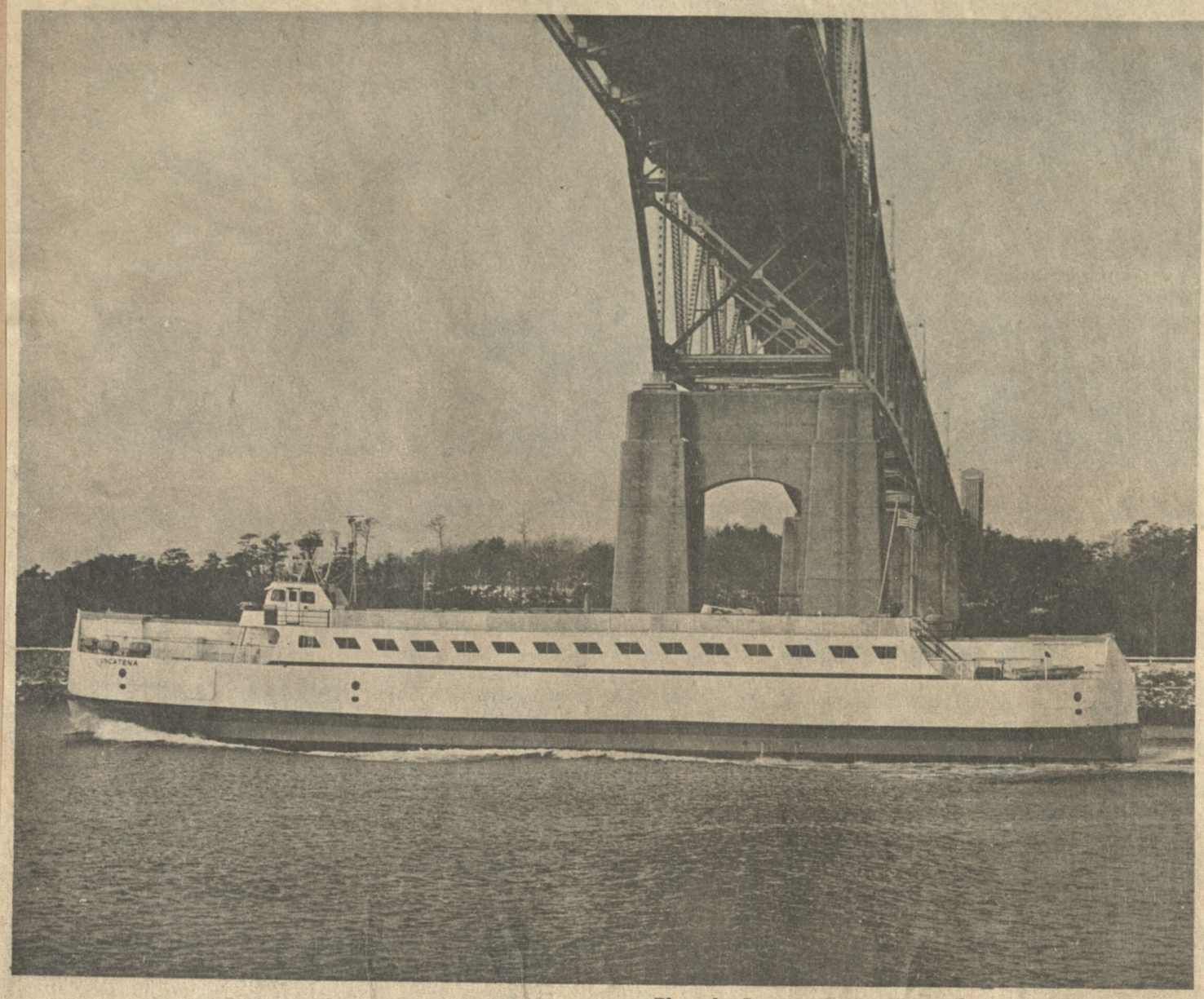
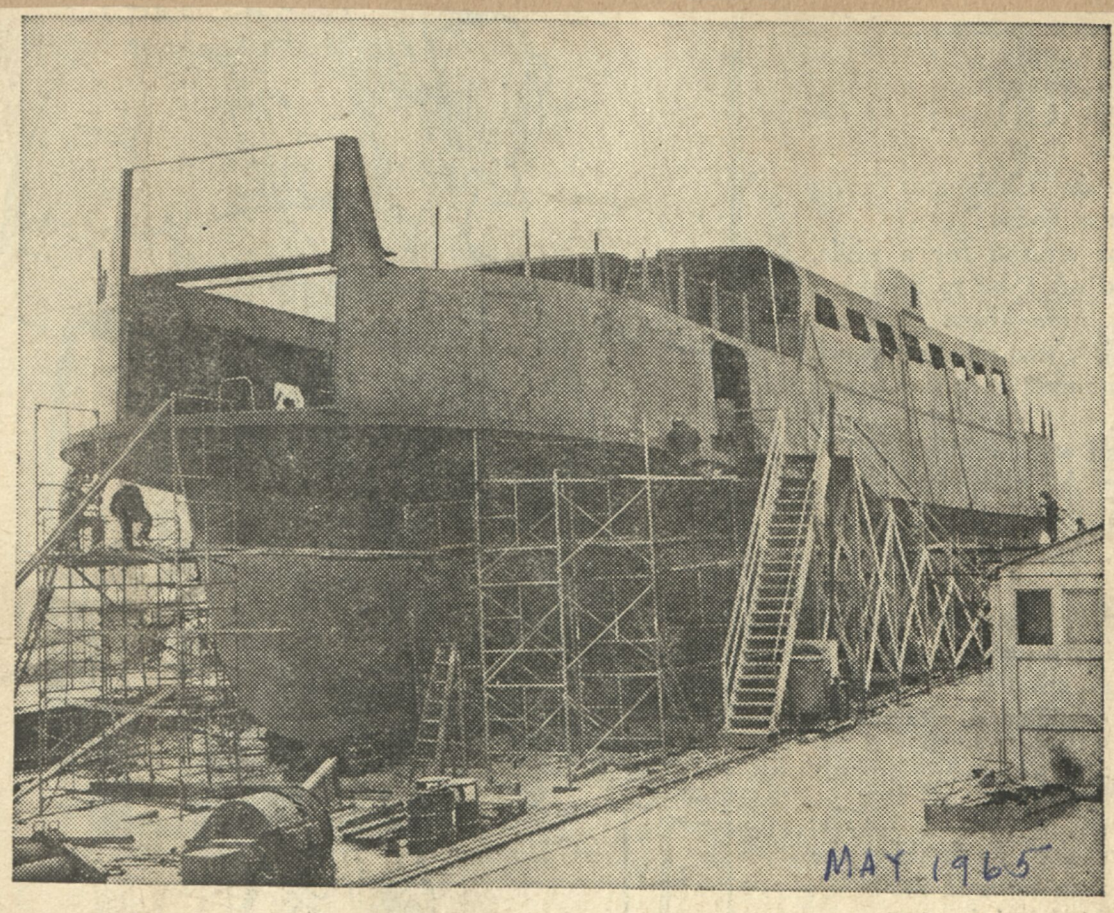


Photo by Spooner Studio, Flamouth

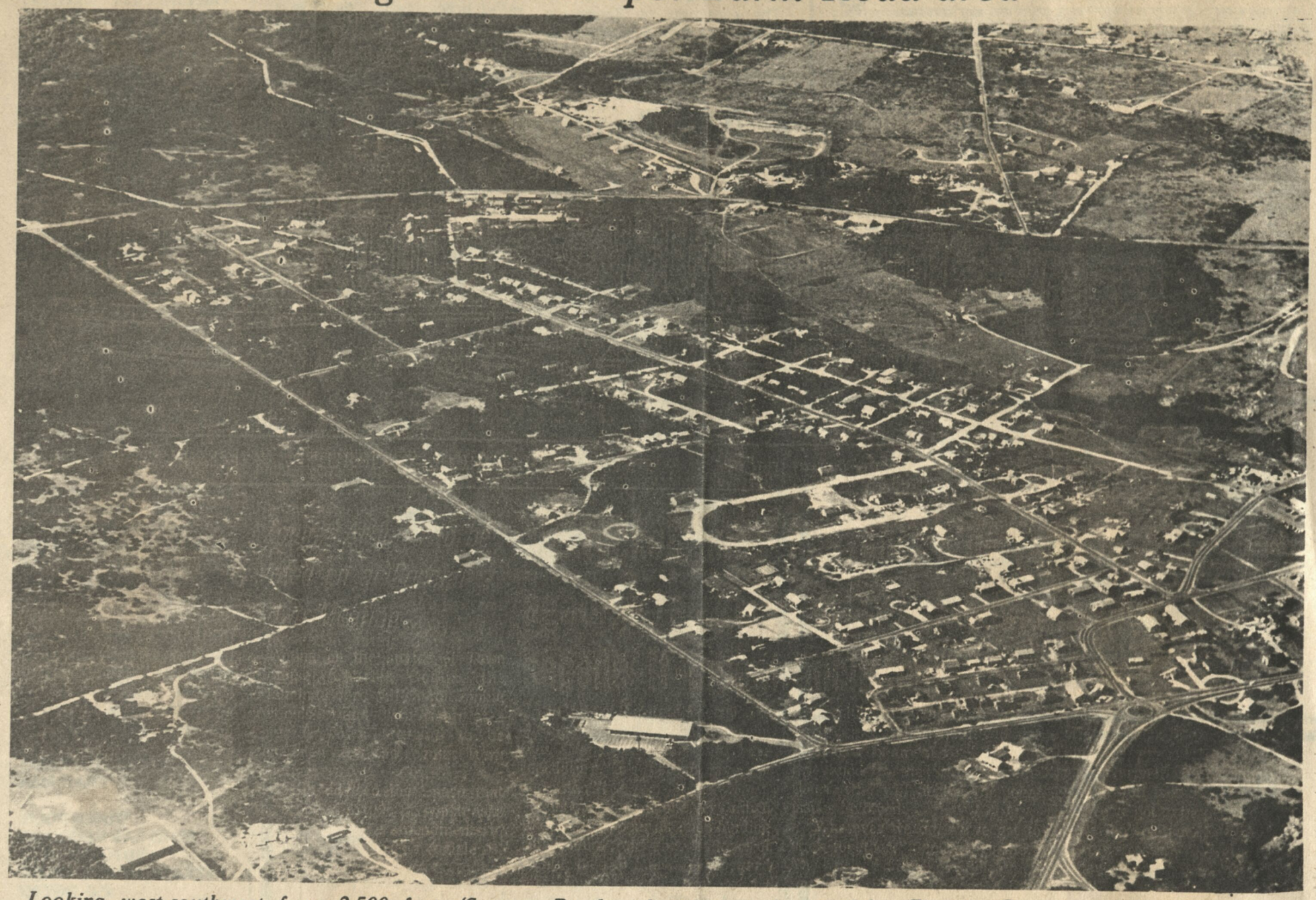
Lengthened Uncatena shown passing under Bourne Bridge last Friday noon, February 11th, enroute from Boston shipyard to Woods Hole. Nantucket Authority Member Adriaan Roggeveen and Advisory Member Norman P. Giffin were aboard for the five-hour trip. The 202-foot vessel is reported to be much steadier and quieter than she was prior to lengthening.

1965.



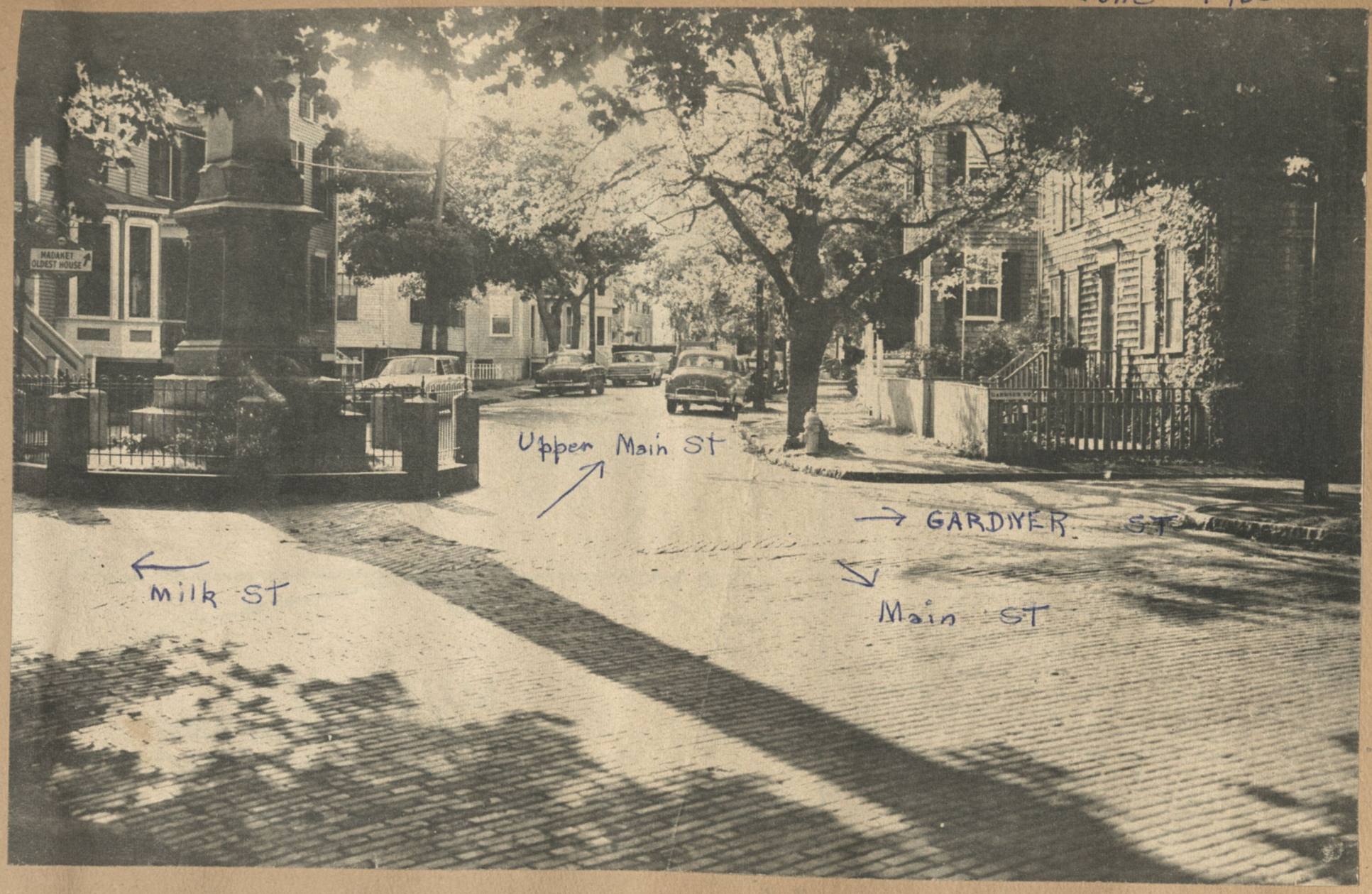
Work on the new car-passenger motor vessel of the Steamship Authority, "Uncatena," is proceeding rapidly toward completion. The cabin compartments are completely closed in, and the prefabricated Pilot House — not shown in picture — is ready to be placed in position. All three propulsion engines are installed, including the separate engine in the bow which will power the ship's bow-thruster. Most of the interior passages and stairways are completed, and exterior painting is well underway. Note the unusual steel framework for the main-deck cargo door. This door will lift up-and-back for unloading vehicles, and be pneumatically sealed shut while the ship is sailing.

Fairgrounds-Hooper Farm Road area



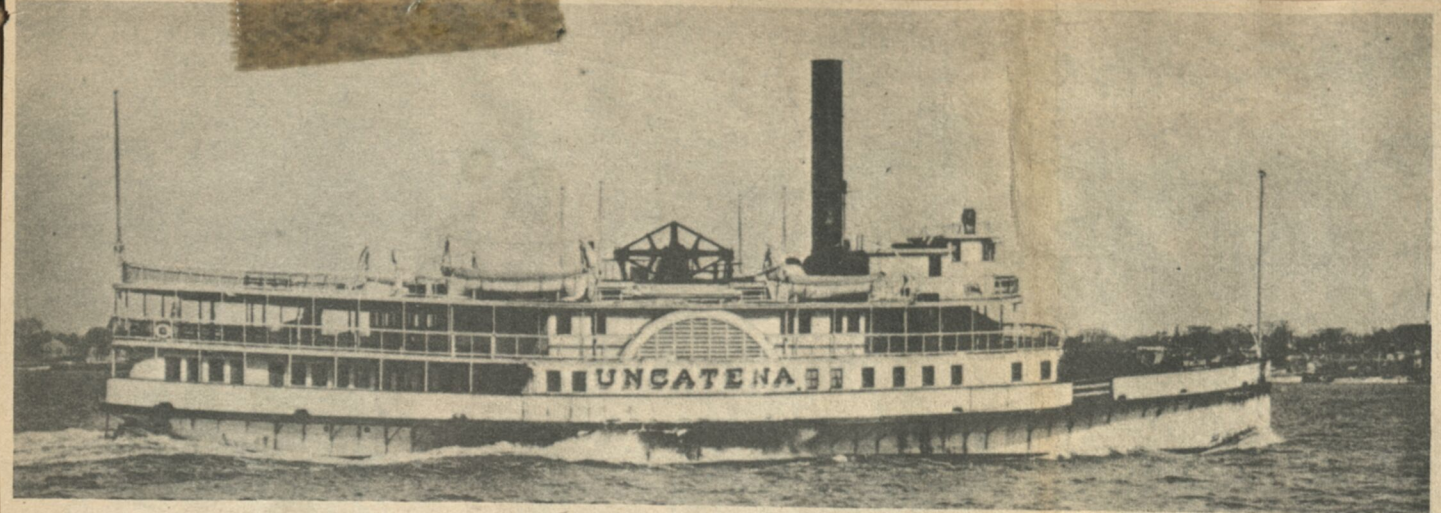
Looking west-southwest from 3,500 feet. 'Sconset Road and rotary at lower right, Electric Company at lower center, Atlantic Avenue cutting across top of picture and meeting Fairgrounds Road at extreme upper left. First National Store and Denny's Service Station visible at extreme right.

June 1965



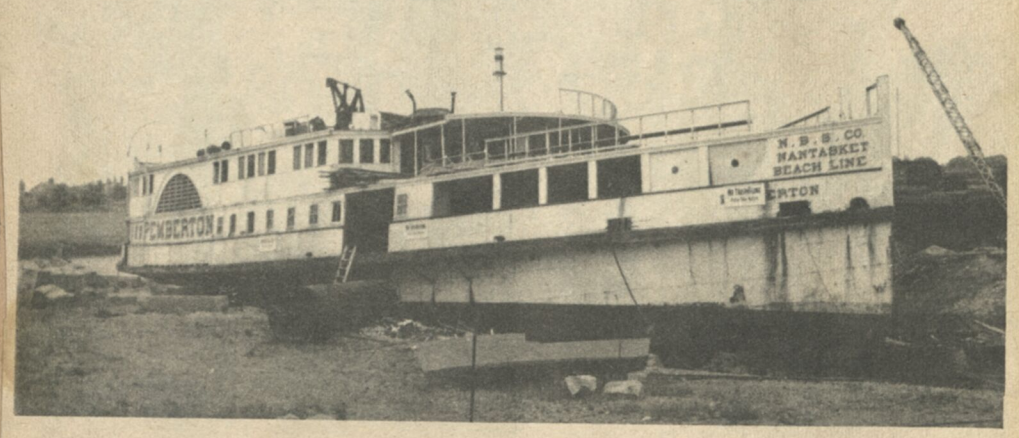
Night Boat Docking

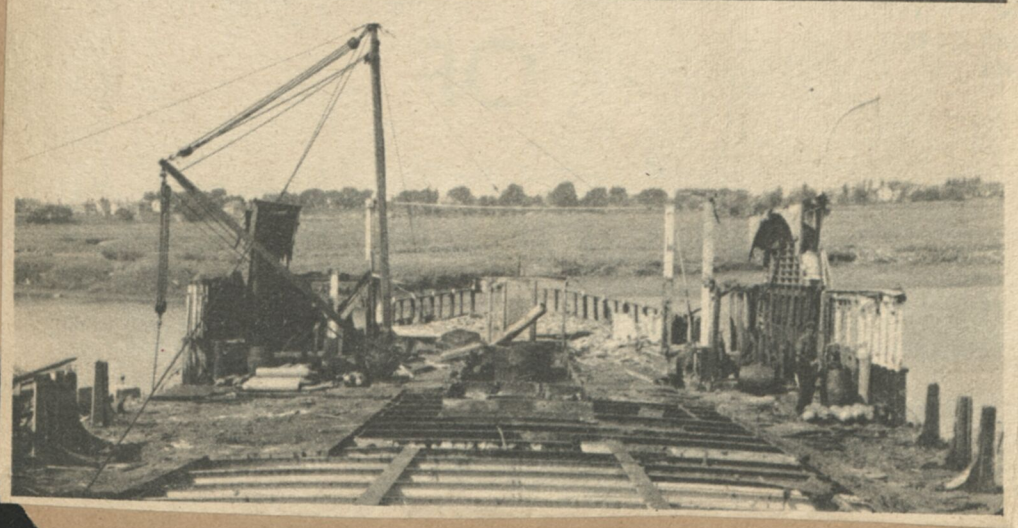
In this view from Children's Beach the Uncatena backs into the ferry slip on the north side of Steamboat Wharf. Her running lights are still on: the after range light high over the after deck, the forward range light just above the wheelhouse, the red sidelight below it on the port bridge wing. Light at extreme right is over the transfer bridge on the dock.



Lest We Forget

UNCATENA





A familiar name will go to sea once more when the Woods Hole, Martha's Vineyard and Nantucket Steamship Authority's new ferry enters service under the name of Uncatena. More than a quarter-century of service from the mainland to Nantucket and the Vineyard was recorded by the fondly-remembered first Uncatena, a handsome side-wheeler that entered upon the island route in 1902 and ran until 1929.

R. Loren Graham, regional vice-president of the Steamship Historical Society of America, Inc., an authority on steamboats, reports that Uncatena was the last sidewheeler to go on the island route and the first vessel with a metal hull. She kept up a good rate of speed despite a rather full bow designed to let her carry plenty of cargo. She was also the last ship on the island run to have her cargo area forward, open to the weather. In the early part of her career, she chiefly served the Vineyard; in later years, she served both the Vineyard and Nantucket.

She was a much-beloved, sturdy craft, a good friend to the two islands she supplied with the necessities of life, a part of the golden haze of Summer memories to thousands of youngsters (and their parents) down the years. In 1929, the Nantasket Beach Steamboat Company of Boston lost five of their six steamers in a fire and purchased the Uncatena for their 1930 season; she was little different from the burned ships. The Nantasket line extended her promenade deck forward, enclosing her forward cargo space at the same time.

She made three or four round trips a day in season, sometimes went to Salem Willows or Plymouth. In 1937, she was sold and scrapped at Quincy. Mr. Graham has sent in these rare photos showing Uncatena as she was on the island run, in Nantasket service under the name of Pemberton (note that extended promenade deck forward) and the stages of her demolition at the hands of the shipbreakers. Incidentally, Mr. Graham will send a copy of the Steamship Historical Society's magazine to interested persons; he may be reached at 108 Farragut Road, Swampscott, Mass.; readers should write to him directly, not to The Sunday Standard-Times.

ORANGE STREET

Photos by Cortlandt V. D. Hubband

A total of five residences comprise the Orange Street Block. Only two, Nos. 15, the home of Mrs. David Swain, and 17, the home of Mrs. William F. Howe, are being shown in the 1965 Garden Tour. It is the only residential block of its kind in Nantucket. "The Block" was erected in 1831 by Philip H. Folger and records show that each of the five houses was sold to "persons of high standing" within a year. No. 14 was purchased by Cyrus Peirce who came to the Island to conduct a private school and later became the first principal of Nantucket's first high school. A few year later Peirce left the Island; since that time the house has had seven owners—its present owner having lived in the house since 1918. The original front steps and front doors of all five houses still remain. The floor plans of each of these houses remain much the same—an entrance hall that runs through to the back of the house, simple unpretentious stairways, with large parlor and dining room adjoining. All rooms have fireplaces. Notes on alterations and additions indicate that a minimum of modernization has taken place and it has been done in good taste.

BUILT IN 1760, this little house at 33 Orange Street in Nantucket is one of the island's finest examples of 18th Century architecture. It was inherited by a whaling master, Christopher Wyer, and was bought two years ago by Martin Coffyn of New York City. It is one of the homes to be visited on the Garden Club tour.

Mr Coffin purchased #2 Copper Lane from Grace Brown Gardner — in 1970 - late in season

G. Martin Coffyn of Nantucket, to Margaret P. Kelly of Nantucket, land and building at Copper Lane and Quaker Rd. Consideration $47.500.

Sale reported in "I & M" newspaper dated May 11, 1972.

—Standard-Times Special Photos

ELEGANT NANTUCKET HOME of Mr. and Mrs. Wayne Chatfield-Taylor at 14 Orange Street is among houses to be open to the public Wednesday for the annual Nantucket Garden Club's tour of historic showplaces. It was built in the 1830s.

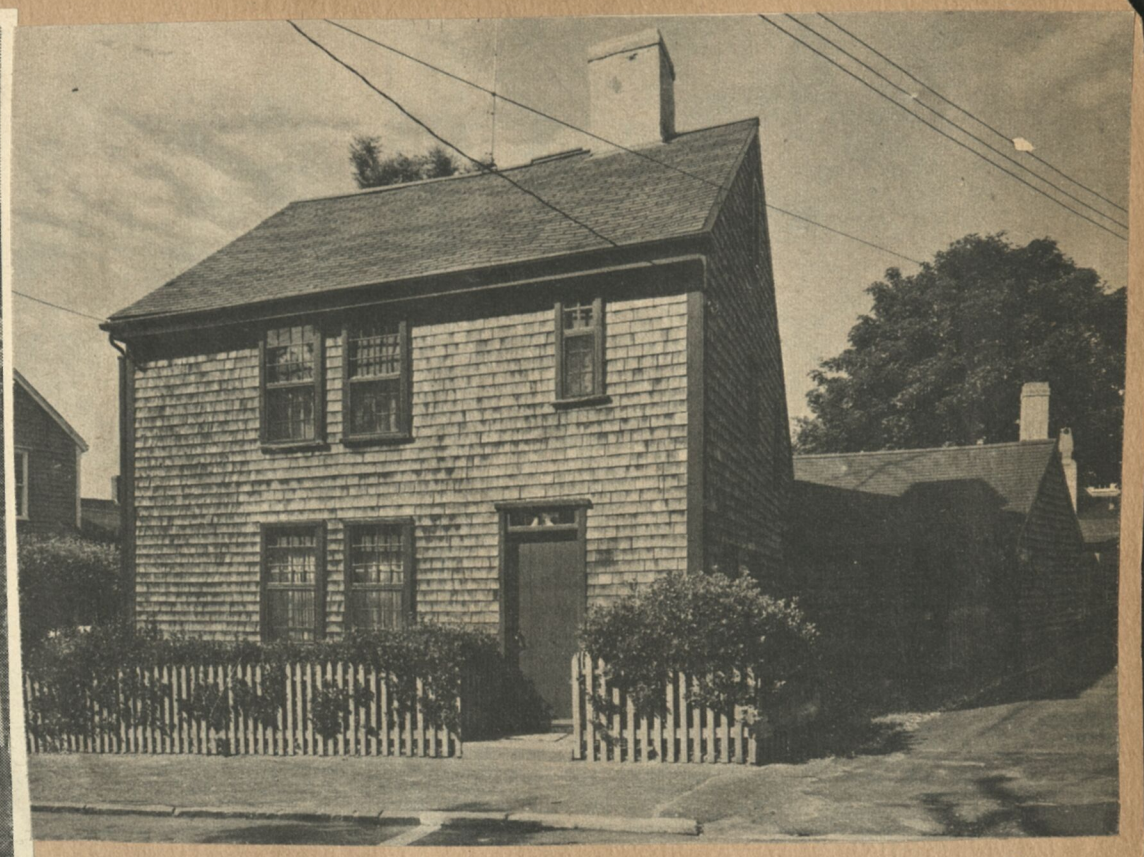
ORIGINAL PARLOR of the 1760 house, home of Mr. Coffyn at 33 Orange Street, is shown as fully restored. Furniture and most of the accessories in this room are of early American origin.

Nantucket's Atheneum - proud heritage

Wild moor within the town

This tiny corner of untouched moor dotted by fragrant junipers is actually well within the limits of the town, lying between the D.P.W. building and Creek Road, at the edge of the salt marsh and The Creeks. Coatue is just visible at right center background.

New dark green window shutters have been installed and a quarterboard bearing its name has been placed over the main door of Our Island Home through the generosity of Mrs. George W. Morgan, former president of the Nantucket Garden Club, and Mrs. Oswald A. Tupancy of Main Street. Shown also above is the curvilinear staircase leading in to the Home, the gift of the Garden Club, which also undertook to beautify the Home's grounds with planting. April 1965



One Of Island's Oldest Houses (2 views)

The Seth Coffin house, 53 Orange Street, is one of the small, modest, leanto houses built about 1740 in the "Fish Lots" area of what is now Orange Street. Only a few of these small houses survived the affluent period of manison building in the next century. Fashionable Orange Street with its fine view of the harbor was a favorite residential area of the whaling masters.

The structure is two stories high in front and one story high in the rear, making it of lean-to or so-called "salt box" design. The material remaining from the first construction includes the timbers (oak and pine), much of the boarding, most of the bricks, and the brick oven.

The first mention of the house in the Town records occurs in 1802 when Captain Laban Coleman purchased it from house-joiner Elisha Raymond. Coleman's daughter, Lydia B. Ray, inherited it and lived there until 1870 when she sold it to Charles S. Chadwick.

The house has since changed hands nine times. It was bought by Carolyn W. Glass in 1947 and then registered as her estate earlier this year. The house is used by the Glass family as a seasonal residence.

View from Sconset foot path

VOL. 156 NO. 36 THE INQUIRER AND MIRROR, NANTUCKET, MASS. 02554

Snow-etched Pocomo and Coatue

Specialists Modernize Nantucket Post Office

Michael F. Sivik of 32 Pine St. (center) peeks over the shoulder of an unidentified customer at one of the "old" windows in the Nantucket Post Office lobby, Wednesday. Renovation foreman Santo Sonego leans at partly finished new window in background. Both photos by Universal Photo Service. Jan. 11, 1963

Postal Clerk Dave Austin points down the line to Mrs. Julian E. Yates of 27 India St., asking her to please patronize the General Delivery window while $7,000 renovation job is being carried out in Post Office. Customer at left is Gerald Ryder of 5 East Dover St.

Main Street sixty years ago — 1912.

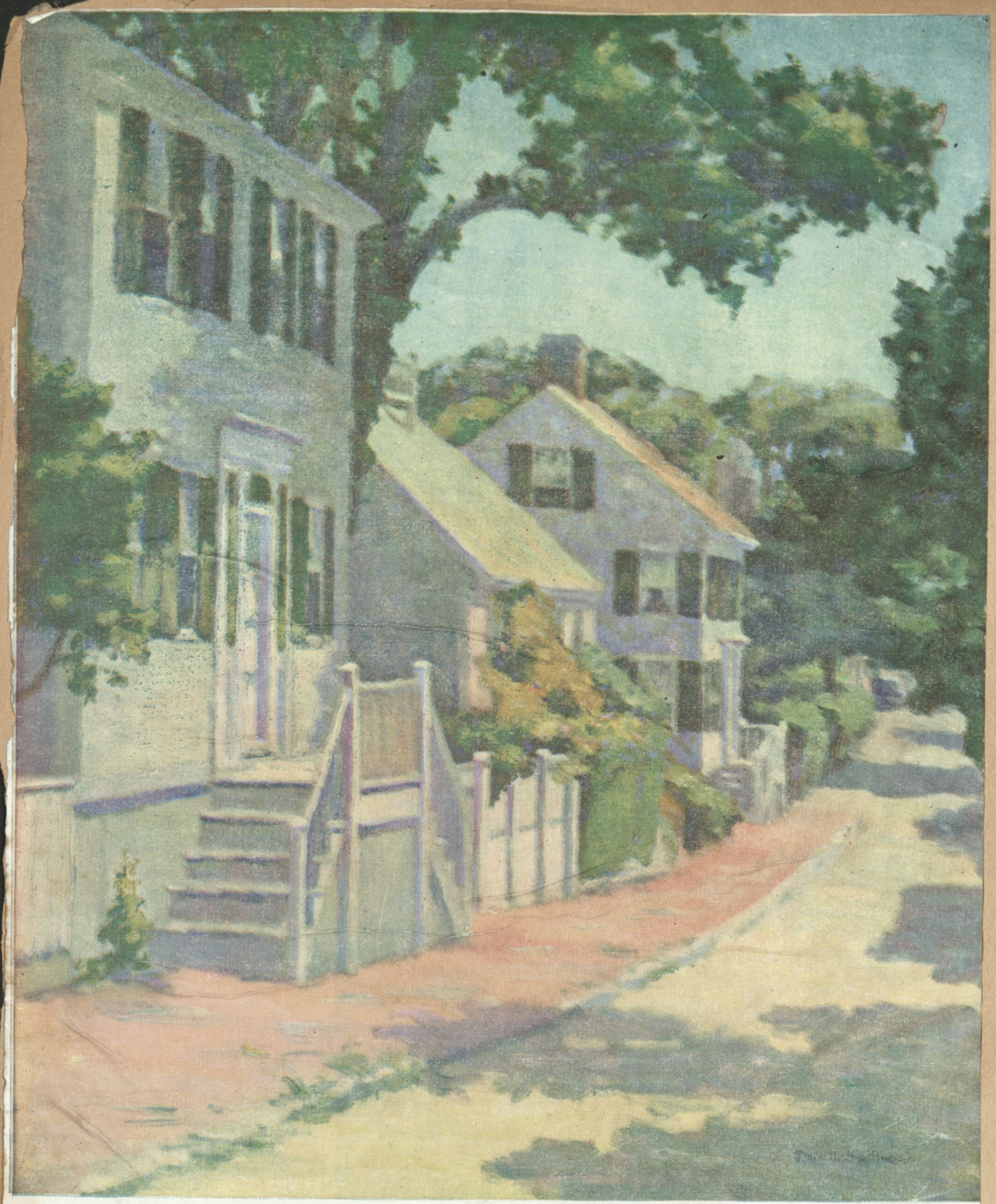
Centre Street has seen little change in over a century. The two large elms in the center right portion of the picture have been taken down, and only a few days ago, the main trunks and the extensive roots were removed. The large house on the right was built by the father of Maria T. Swain; on the left, opposite, is Bayberry Inn.

This dwelling on Upper Main Street is now to be called "The Homestead," but for a quarter century it has been known as the "Old People's Home." It was built as the residence of the late Mr. and Mrs. Edward H. Perry, as a considerable departure from the old style architecture, and has become an Island institution.

MARTINS LANE --- NANTUCKET

Traders Lane toward Main Street

KEEPING TO THE straight and narrow of India St., on Nantucket Island, is Dee Hardie, who likes to drop into the Thrift Shop and sift for antiques.



Four Color Process by
Nantucket Town Crier Press

A Charming Island Lane—
Quince Street

Photo by
Island Service Co.

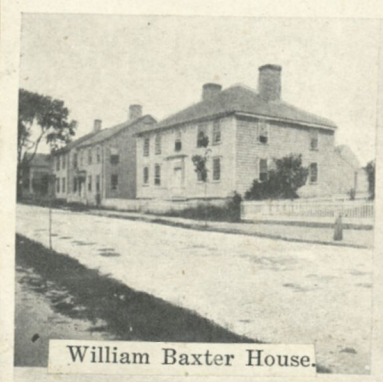
Abel Gardner House.

Gundall Gardner House.

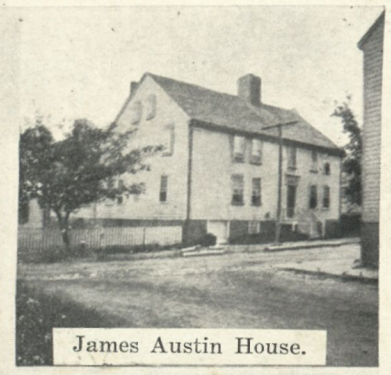
Nathaniel Macy House.

Zaccheus Macy House.

Seth Ray House.



William Baxter House.



James Austin House.

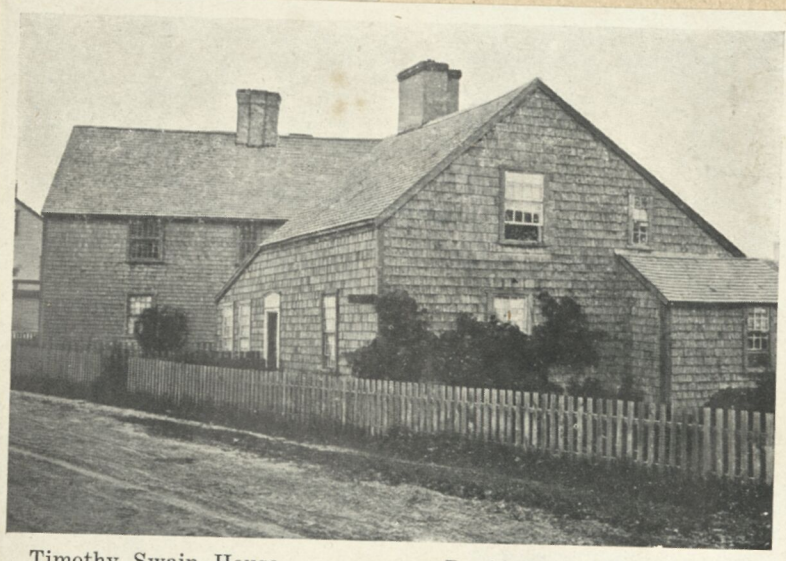
Head of Main Street.
Nye House.

Seth Coffin House.

Lowell House.

George Bunker House.

Christopher Baxter House.



Timothy Swain House.

David Swain House.

Benjamin Fosdick House.
Richard Gardner House.

Institute studies Oldest House

1975

Left to Right: Ralph Harvard, Charlottesville, University of Virginia; Beatriz del Cueto, San Juan, Puerto Rico, University of Florida; Paul Buchanan, Colonial Williamsburg, Inc., and Wilson Stiles, Little Rock Arkansas, University of Florida.

Students of the Preservation Institute: Nantucket are investigating the Jethro Coffin House, Nantucket's oldest house.

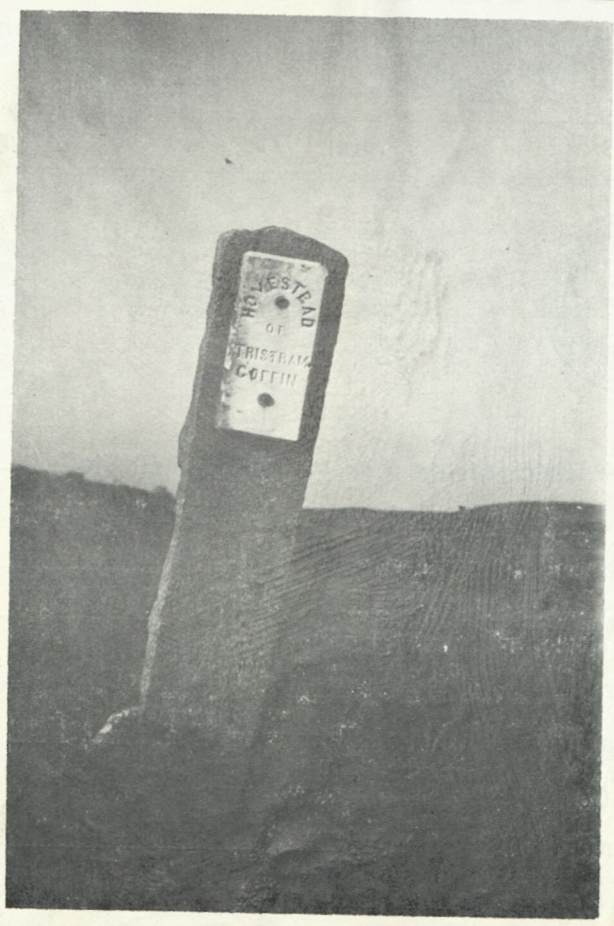
The students' research project will consolidate existing records documenting the history and restoration process of the 1920's.

The study will also suggest a priority of maintenance for the house.

Institute students, supervised by Institute faculty and Paul Buchanan, historian architect from Colonial Williamsburg, Inc., are also preparing studies of 3 Academy Lane and 1 Stone Alley.

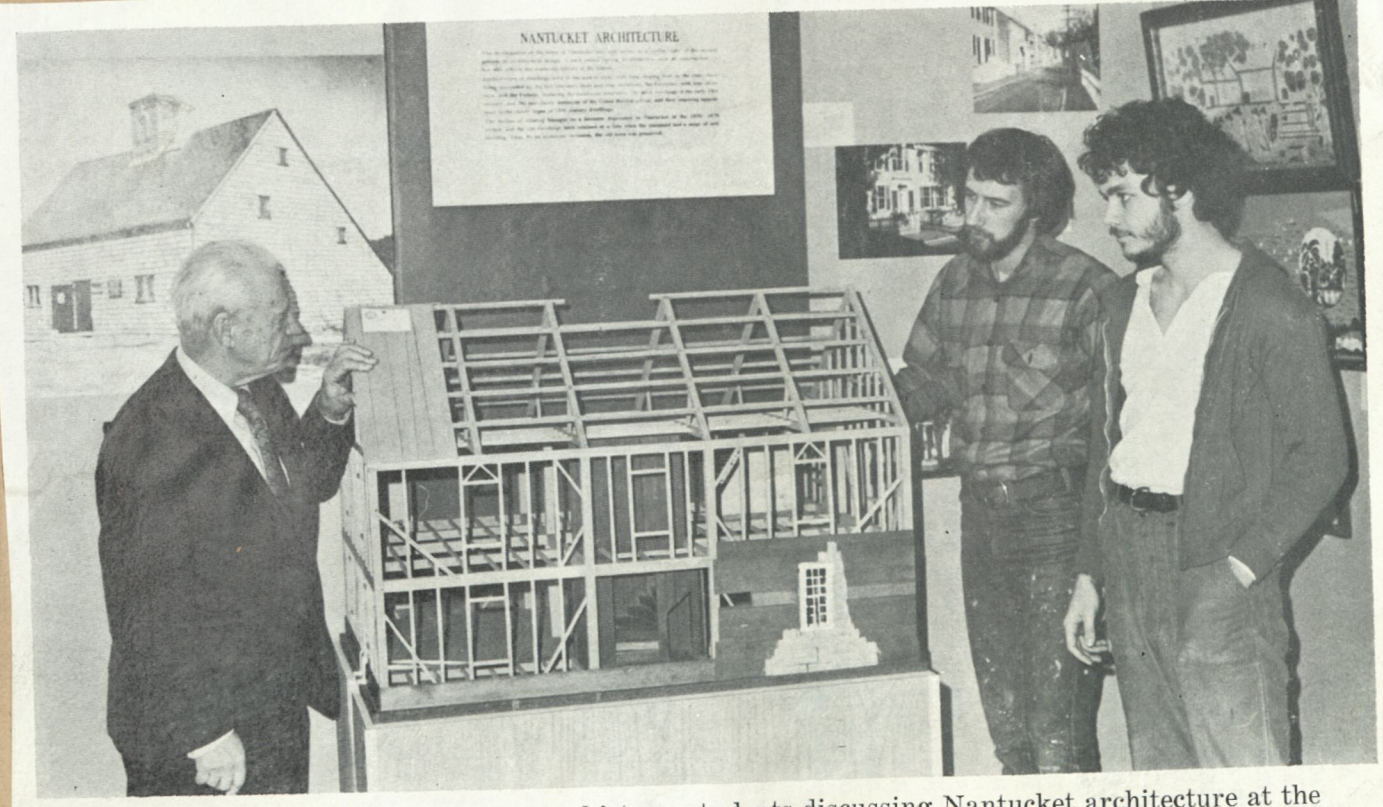
Copies of all projects will be placed in the archives of the Peter Foulger Museum.

Preservation Institute: Nantucket is located at 3 South Beach Street (formerly the Gordon Garage) and welcomes visitors. An exhibit "Historic Architecture and Urban Design of Nantucket", is on display from 9 a.m. to 5 p.m. on weekdays.



Marker placed in 1881 at site of original Tristram Coffin Homestead.

Elihu Coleman House.



University of Massachusetts-Boston history students discussing Nantucket architecture at the display in the Peter Foulger Museum featuring the Oldest House. 1975

NOTICE

To Property Owners, Prospective Property Owners, Contractors, Builders, Painters and Masons:

The voters at the 1971 Annual Town Meeting passed the article that extended the Historic Districts to include all of Nantucket.

Any new construction, exterior renovations — fences, roofs, walls, walks, foundations, painting (unless to be repainted existing color) must first be approved by this commission, unless any of the above mentioned conforms with presently approved guidlines and regulations.

Application blanks are available at the Secretary's office, Board of Selectmen, Town Clerk, or members of the commission. In order to expedite applications you are urged to file them 7 days prior to the second and fourth Thursdays of each month. Please mail to Historic Districts Commission, P.O. Box 358, Nantucket.

Thank you.
Historic Districts Commission
Sidney H. Killen
L. Bancel LeFarge
Gardner MacDonald
John McLaughlin, Jr.
Richard Swain

1971

Main St. "Milestone"

March 1873

"UNION BENEVOLENT."—A few figures furnished us by the Secretary of this Society will show evidence of a considerable amount of good accomplished, in a quiet way, during the year:

Number of members now belonging,	28
Removed by death during the year,	1
Number of meetings during the year,	35
Money received in assessments, donations, &c.,	$158.40
Cash previously on hand,	39.00
Total,	197.40
Expended for charitable purposes,	149.00
Remaining on hand,	48.40
Donations of shoes, 3 pairs; hats, 25.	
Number of families assisted,	19
Articles of clothing distributed,	325

The juvenile auxiliary members of the Society, known as "The Little Workers," netted the sum of $110.00, as the proceeds of their Fair last July, which sum has carried relief where it was much needed, and enabled those who dispensed it to assist and clothe many children who might otherwise have suffered.

1844

'FEAST OF CHARITY.'

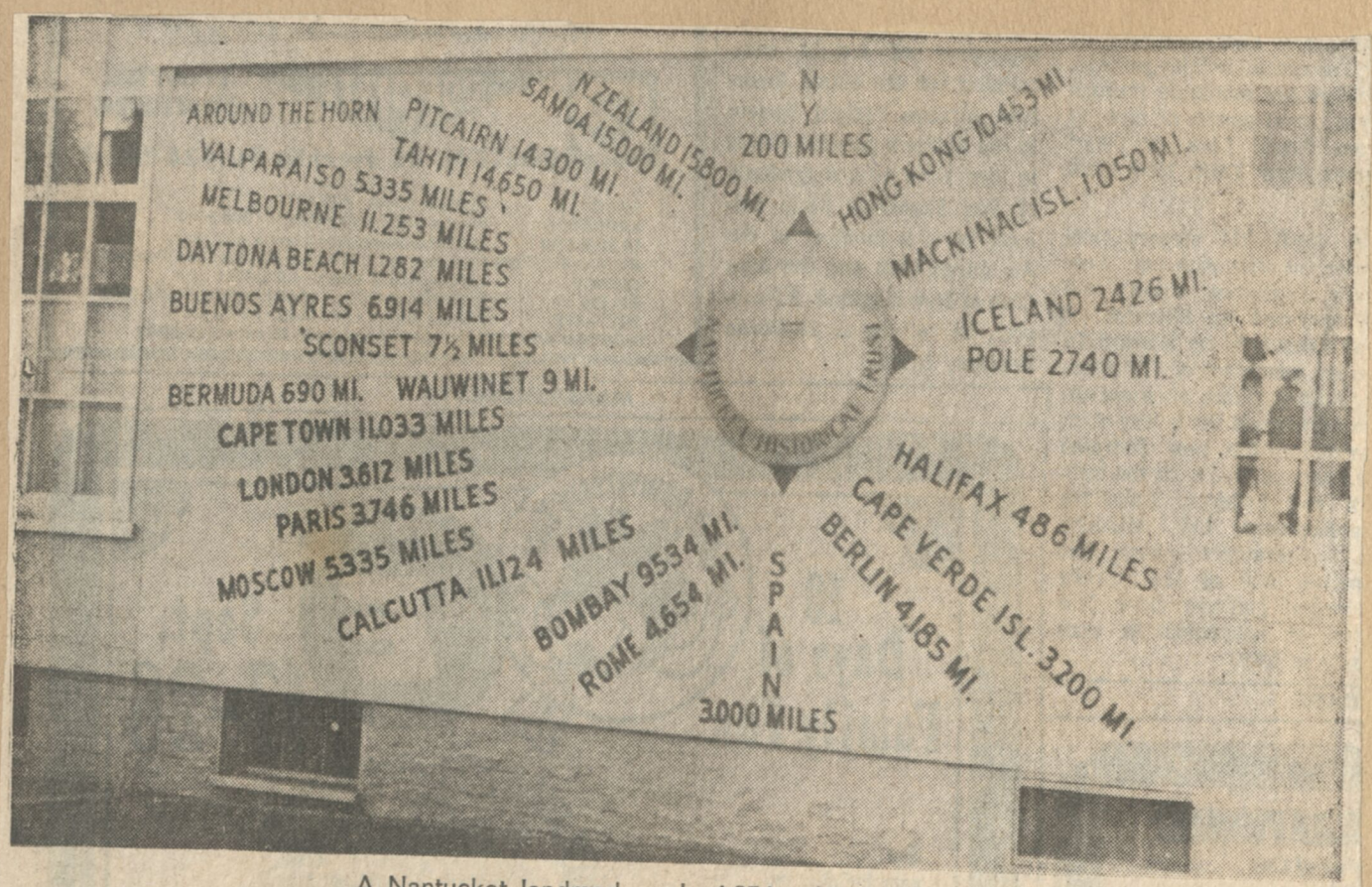
"The poor ye have always with you—and when ye will you can do them good."

NOTICE.

THE Female Benevolent Society, will hold a Charitable Soiree, at the Washington Hall, on Wednesday Evening, the 7th of February, the proceeds of which will be applied for the relief of THE POOR GENERALLY. It would be useless to speak of the privation and suffering of many among us.

To the humane and benevolent an appeal is now made for assistance (**it being the first time the Society has ever called on the Public to help them.**) Any donation will be thankfully received, and faithfully applied to the wants of the needy. Ladies who wish to aid in any way, will please hand in at the Hall, on Tuesday and Wednesday mornings. ☞Every exertion shall be made to make all comfortable who may attend.☜ Tickets 37½ cents each, to be had at the stores of W. H. Geary, Geo R. Peirce, and New York Cash Store, On behalf of the Society,

f3 R H. BATES.



A Nantucket landmark: only 4,654 miles to Rome.

REGULATION No. 1, 1971

The following regulation has been adopted pursuant to Chapter 360 of the Acts of 1965; motorbikes, motorscooters, motorcycles, may not be operated between the hours of 8:00 p.m. and 8:00 a.m. within the area bounded by:

Washington Street to Union Street to Coon Street, York Street, West York Street, Prospect Street, Quaker Road intersecting at Main Street to Gardner Street to North Liberty Street to Cliff Road to and including Easton Street to South Beach Street to and including Broad Street to Easy Street to Candle Street to Washington Street.

Penalty of each violation of this regulation shall be $20.00.

Per order of the
Board of Selectmen
Robert G. Haley
Chairman

The First Nantucket Yacht Club

It was in the spring of 1905 that Paul G. Thebaud, for many years a well known member of Nantucket's growing summer resident colony, brought about the establishment of the Station later called "Nantucket Station No. 11 of the New York Yacht Club."

THE ATHLETIC CLUB AND LAWN TENNIS GROUNDS. *Boyer Photo*

Bell Tolling for Cross Rip

In an Island fog, the famous Cross Rip stands guard at the Nantucket Shoals. The Coast Guard plans to replace it with automatic equipment.

The Cross Rip Lightship will be discontinued later this year and replaced by a light horn buoy, if the proposals of the United States Coast Guard meet with no objection from owners of yachts and vessels, it has been announced in Washington. The Coast Guard will hold public hearings this month and next to hear any protests over replacing the ship.

"The Coast Guard has conducted a survey of the yachts and vessels in Nantucket Sound to see how many use the radio beacon from the Cross Rip," said Gordon Kenney, Chief of the Brant Point Lifesaving Station. "While I haven't seen the results of the survey, I'd surmise they've found that not too many people use it."

"It would cost three quarters of a million dollars to build a new lightship," he said. "And most of these ships are old. Maintaining them costs between $85,000 and $100,000 a year."

Buoy Costs Less

The initial cost of a buoy would be much less than that of a lightship, Chief Kenney said. He noted that the cost of maintaining a buoy was negligible.

Because the lightship is old, there is some concern that it will not be seaworthy in a few years. Were there any threat to the safety of the 17 men who man the Cross Rip, it would have been replaced before now, Mr. Kenney said. If this happened, the crew would be transferred to other Coast Guard stations in New England.

The Coast Guard proposes to replace the Cross Rip with the Cross Rip Shoals Lighted Horn Buoy 9CR. This would have an automatic light and fog horn. The buoy would be maintained by the watch at the Brant Point Station, which also keeps a watch on the automatic light at Great Point.

Two Hearings Planned

The buoy would be in position at 41 degrees, 26 min., 54 sec., North latitude, and 70 degrees, 17 min., 30 sec., West longitude.

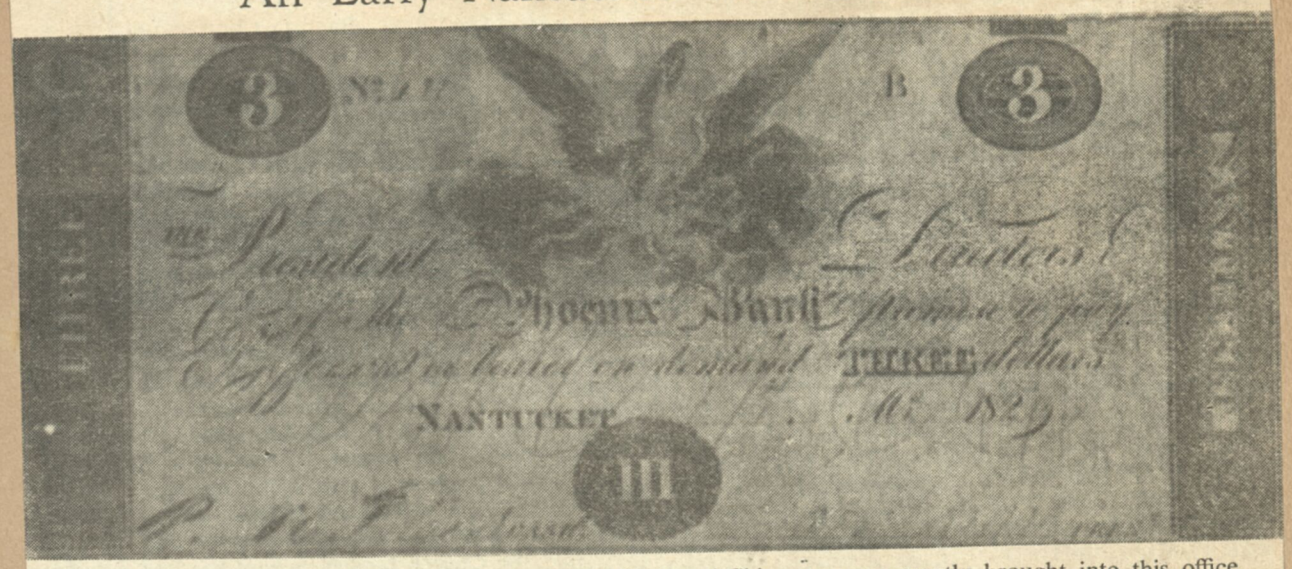
"The public hearings are for any fishermen or boat owners to register a protest against the removal of the lightship," Chief Kenney said. "They can do it either through speaking at the meetings or by writing the Commander in Boston. The Coast Guard will act on the results of these hearings."

The hearings will be on February 26 at 7 p.m. in the New Bedford Free Public Library, 613 Pleasant Street, New Bedford, and on March 4 at 7 p.m. in Whitman Hall at the Marine Biological Laboratory in Woods Hole.

Cross Rip No. 6

The ill-fated Cross Rip Lightship of 1918, which on February 1, 1918, was torn from its moorings by the ice fields and taken out to sea around Great Point and never seen again.

An Early Nantucket Three-Dollar Bill



An unusual keepsake, owned by Mr. Carroll D. Smith of Shimmo, was recently brought into this office. It is an early Nantucket 3-dollar bill and was issued in 1829 by the Phoenix Bank, which in those days was located on the corner of Main and Orange Streets. Joseph Chase was President and Philip H. Folger the Cashier of the Bank, which ended its career in 1834.

A Mystery Piece

This section of old timber was found along the harbor beach near Pimney's Point a few years ago by Mr. and Mrs. Clarence King. It has several round granite pieces inserted in holes, not unlike wooden treenails. What the timber represents is not known.

DEMOLITION begins at the 106-year-old Sea Cliff Inn on Nantucket, building experts say the seasoned old timbers are worth more than fresh lumber.

Razing Near for Landmark Inn

NANTUCKET — Demolition, or perhaps more properly, dismantling, of the Sea Cliff Inn is scheduled in earnest tomorrow to the dismay of island traditionalists and to the delight of those who believe in change and "progress."

Built in 1866 by Catherine Lette, the hotel in its day attracted many famous stage, political and economic figures. In the summer-time at the turn of the century, it was known as the "Waldorf-Astoria of New England."

BUT LAST September the 300-room hotel, consisting of two buildings, one of four stories, the other of three, was closed by its owner of recent years, Robert Lloyd, who had sold the property to Sherburne Associates. The purchasing company is owned by Walter (Bud) Beinecke Jr., an S&H Green Stamp heir and a major purchaser and improver of land on the island, according to town officials.

As it awaits final dissolution, the old hoter looks like something out of an Edgar Allen Poe mystery story.

All of the plumbing, electrical facilities and furnishings have been removed, along with the windows whose frames stare like vacant eyes from the summit of Cliff road. It is one of the choicest sites on the island. On a clear day, you can see Edgartown on the Martha's Vineyard coast, 25 miles away.

The Sea Cliff Inn recorded among its guests the prominent of both this country and of Europe, including Dustin Farnum, the Vanderbilts, the Roosevelts, the Astors, the Barrymores and the Gish sisters. Many arrived at the island in sleek, white yachts.

Islanders used to gather outside to watch the arrival of the famous, in horse-drawn carriages, for speical party events at the hotel.

The razing permit was granted by the Board of Selectmen after public hearings in January.

REPORTS THAT the buildings would be bull-dozed into a huge sanitary land fill have given way to an arrangement under which almost all of the building materials will be placed on sale. The seasoned old timbers, say materials experts, are worth more than fresh lumber.

The break-down is expected to be completed by about May 30, to be followed by the erection of summer cottages on the site, according to town officials.

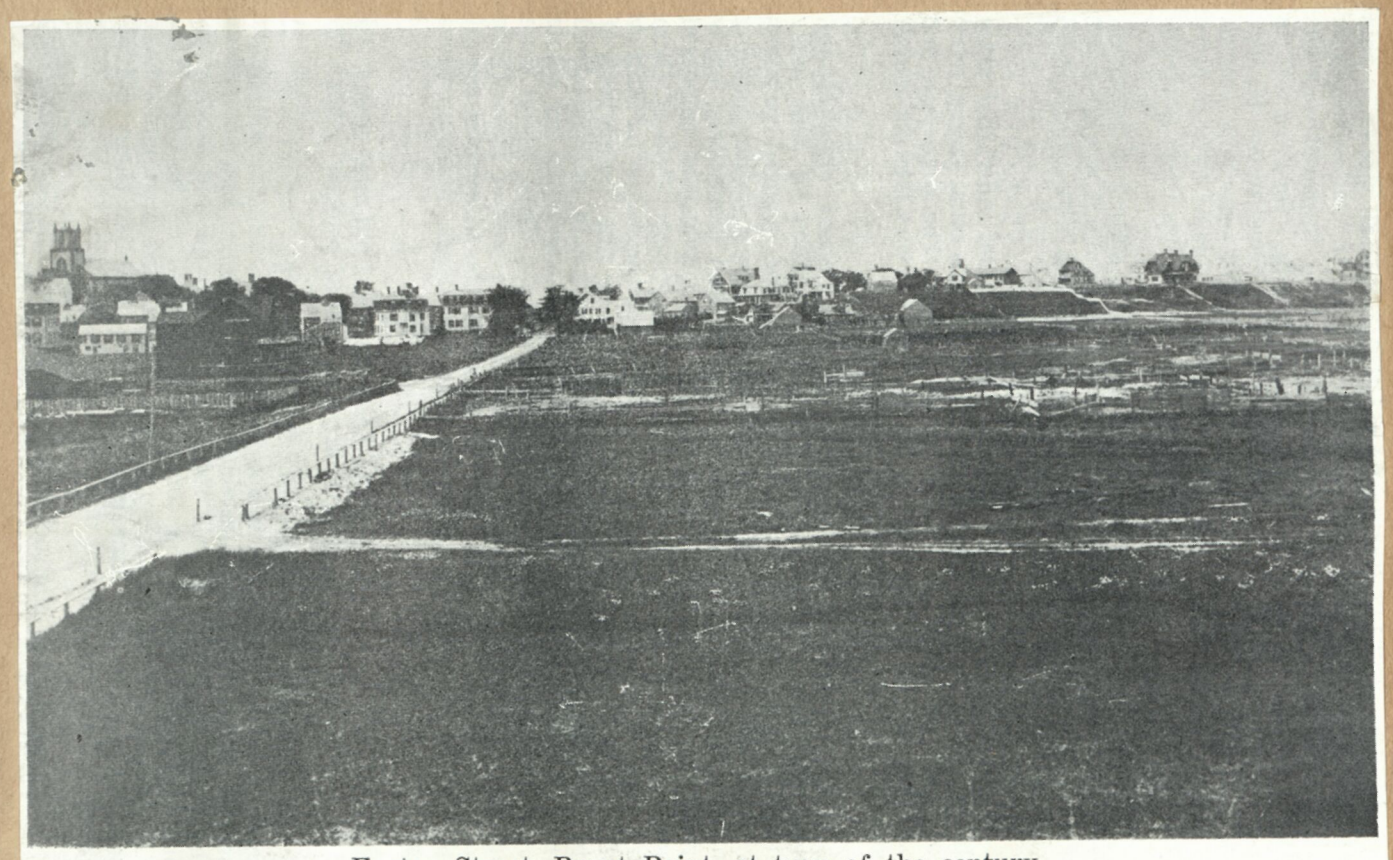
AT THE END OF THE JETTY

The old lamp lighter setting the marker lights at the end of the jetties certainly didn't have an enviable job — he had to make his way out to the end in all kinds of weather, fair and foul.

OCTOBER 21, 1965

No 'Stop' signs or speed limits in the middle of the harbor for the driver of this amphibious vehicle to obey. Raymond Rich of 4 Pleasant Street, owner of the car, attracted a lot of attention along the waterfront recently as he cruised around the harbor. The car has twin propellers and was manufactured in West Berlin.

Cliff Bath House.

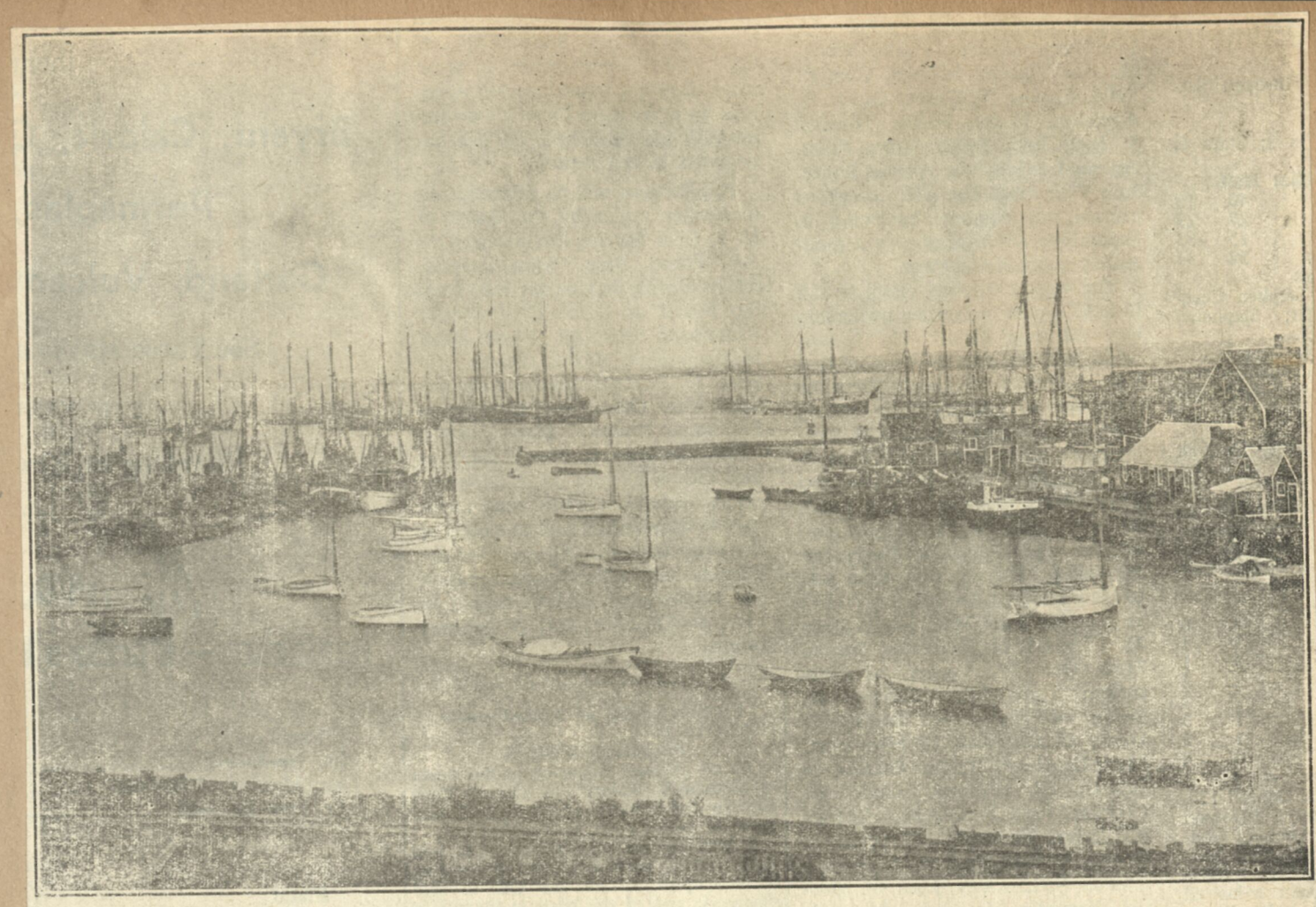


Easton Street, Brant Point, at turn of the century.

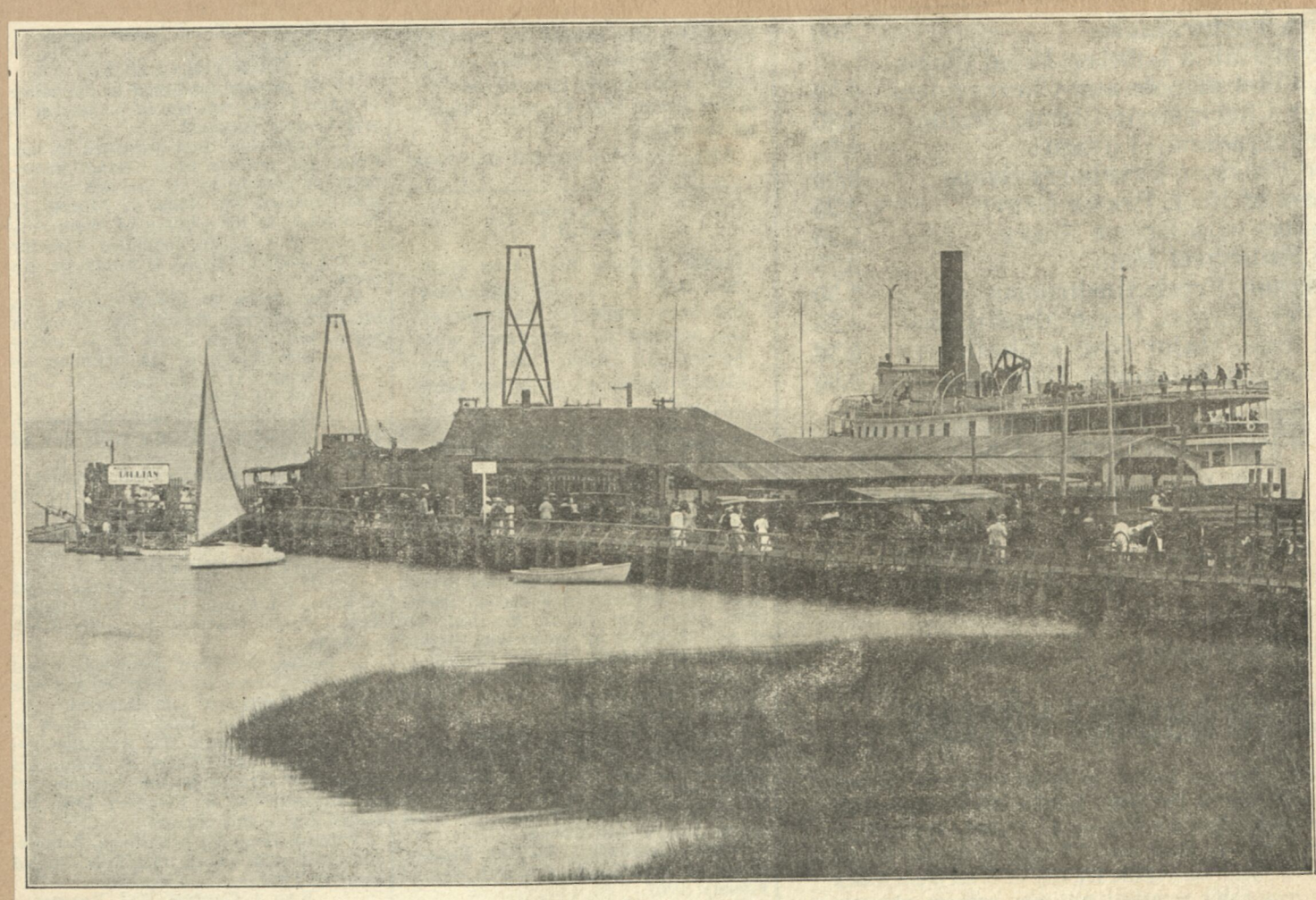
The gentleman in this picture is believed by old timers to be Uncle George Winslow, blacksmith. Gordon's garage is now on the spot where the rowboat is half submerged, and the house in the left background, on South Water Street, used to be occupied by the Massachusetts Humane Society. It now houses Arno's Restaurant.

This is Orange Street, looking south from Main. The cobble stones, of course, have given way to asphalt, and this alone is an argument settler if we've ever seen one. The building on the left used to be Dr. Austin's office. The Nantucket Institution for Savings has been build in its place. The Inquirer and Mirror, in the long, long ago, was in the building which can be seen partially on the right. The bay-windowed house on this side of the Unitarian Church has gone into history.

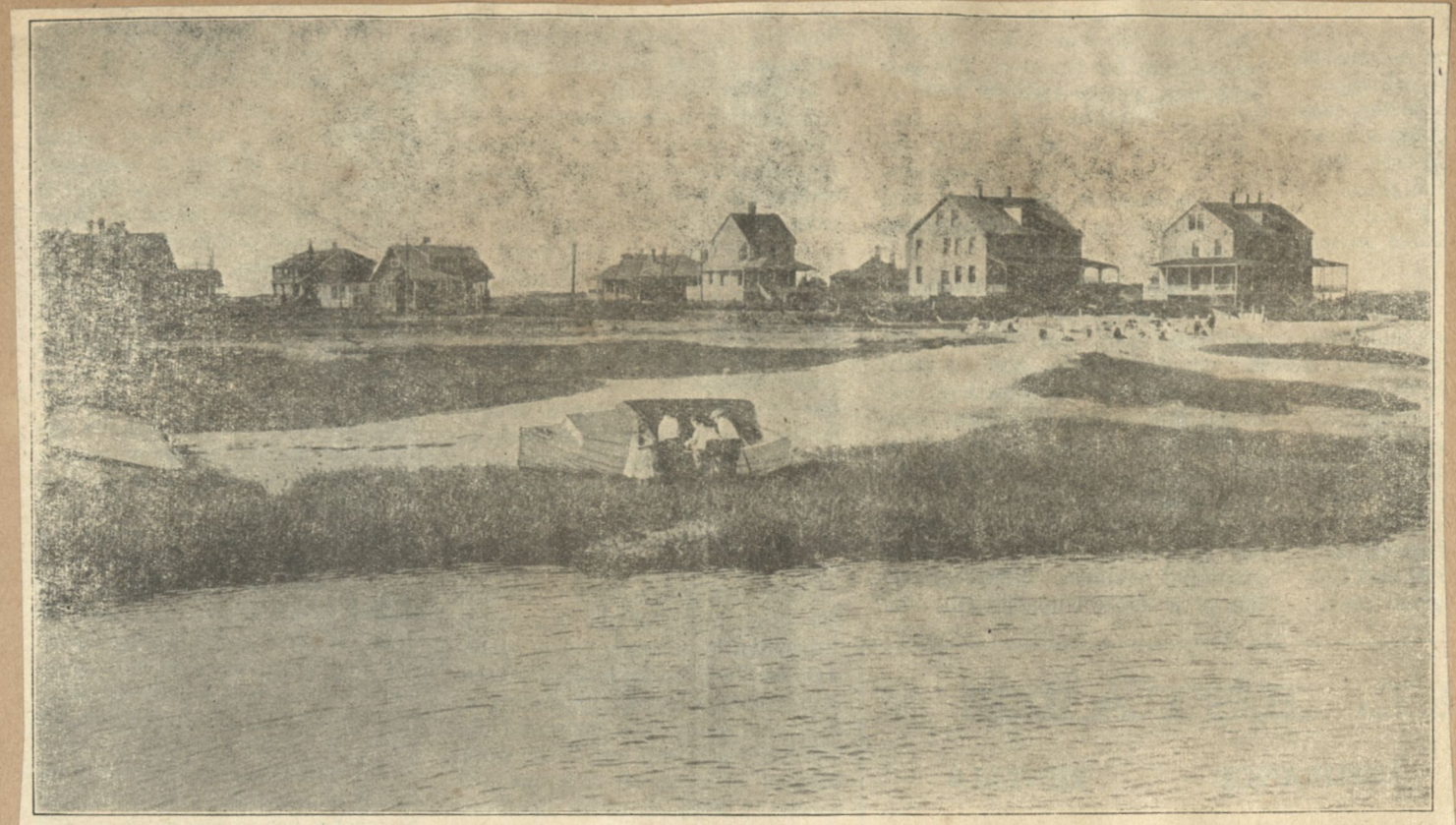
THE SHIP VIKING IN 1857 (from an old print)



This is perhaps the most unusual view of a harbor scene, and was photographed by Editor Harry B. Turner, of "The Inquirer and Mirror" over fifty years ago. The fishing fleet from Georges Bank had been driven into this port by a storm, and included craft from Gloucester, Portland, New Bedford, Stonington, New London and other ports. At this time the beautiful fishing schooners were still the queens of the deep sea fleet. Note the Nantucket Railroad tracks along Easy Street, in the foreground, the end of Old North Wharf in the center, and the two-masted schooner discharging coal at the Killen coal shed on Straight Wharf.



Steamboat Wharf has seen a number of alterations since this view of a half century ago. The old sidewheeler, the low sheds, the gallows-frames, the horse-drawn vehicles can never come again, but the catboat "Lillian", which took passengers up-harbor to Wauwinet, could have a successor. Note the salt marsh which once lay in front of what is now the Yacht Club property.



It is difficult to realize that this is a view looking across the present Children's Beach to the present site of The White Elephant. When the town first constructed a road here, leading from Beach Street to Easton, it was considered unnecessarily costly, and was termed "The Thousand Dollar Road."

This one looks toward the Steamboat Wharf and beyond to the old Nantucket Hotel on Brant Point. You can also see the railroad station, now gone, and Uncle Scudder's Restaurant on the Wharf. It was Uncle Scudder's wont, or so they say, to wait till a boat was rounding ahe bend, and then he would shout "Put another bucket of water in the chowder, there's a big crowd of hungry people on that boat".

E. Stackpole tops literary works with new book

Nantucket In The American Revolution, by Edouard A. Stackpole, printed by Kendall Printing, Inc., Falmouth, Mass., 140 pages, paperback, $3.95.

Certainly one of the finest and most abiding accomplishments of the Nantucket Bicentennial Committee is its inducement of the community's distinguished historian, Edouard A. Stackpole, to write the important and timely book, "Nantucket In The American Revolution." Appropriately published by the Nantucket Historical Association, which Mr. Stackpole has served as President and Historian, this paperback volume will bring to a wide public the utterly unique account of the Island's trial by fire two centuries ago. Carefully documented in exacting scholarship the book portrays in warm sympathetic tones what has been so largely a gap in our history, an account of how Nantucketers survived the grim years from 1775 through 1783, when the Island agonized "between the Devil and the Deep", and at such high price was guided through the middle passage of neutrality by the heroes whom Mr. Stackpole portrays so clearly. The breadth of the author's sympathy is nicely demonstrated by his dedication of the work to both those who preserved the neutral role - and so the very life of Nantucket - and "to those who wrestled with their guiding 'inner light' and were then 'disowned for going to sea in armed vessels'." Something of its fascination as a story is indicate by a sentence in the Preface: "contains all the elements of fiction but it of far greater interes because it is true."

Mr. Stackpole's fine gift as writer who portrays historic movement through vivid an accurate characterization i evident throughout this movin account of the clouds and th storms that broke across, and a times, almost engulfed our Island. Through seven successive chap ters that give penetrating insigh into the issues that were ivnoled i the struggle here, the reader i brought to the thrilling clima indicated by the title of the con cluding chapter: "The Fina Triumph - Preservation of the Jone of the Whale Fishery."

The author of this admirable work is the third of Nantucket's great triad of historians. The firs of these was Obed Macy who lived through this period of the Revolutionary War and the War of 1812, and chronicled the same. He was followed by Alexander Starbuck, the authority in his later day on both the history of Nantucket and of the American Whale Fishery. Mr. Stackpole is equal i his talent as an historian to these distinguished predecessors, and has the tremendous advantage o access to vastly more origina material. It is indeed a boon to Nantucket to have this latest book from his pen, and the need is great for him to cover the other gaps in our unique Island history, especially the story from the Civil War to the present.

Americans, late in adopting the fork, mostly used knives until after the Civil War. Then special fish and dessert forks were fashionable, and ice cream was eaten with forks.

Historical Association holds 82nd annual meeting

As the famous old Walter Folger clock struck the hour of four Tuesday afternoon, July 20, President Leroy H. True called to order the 82nd annual meeting of the Nantucket Historical Association, held this year on the second floor of the Peter Foulger Museum.

As an innovation this year, there was no guest speaker. Instead, the reports of the various committees and departments of the Association were made by the chairmen of the exhibits or, in some cases, by their substitutes.

This program gave the members gathered in the hall an opportunity to learn first hand what has gone on during the past year, what the purpose of each division of the Association is, what changes have been made therein and what their plans are for the immediate future.

It was a most interesting afternoon, although the chairmen of most of the exhibits were occupied with their duties at the exhibits and their reports were made for them by the president who made a good substitute, even in this age of "women's lib".

Reports for the Peter Foulger Museum were made by Edouard A. Stackpole, for the Old Gaol by Albert Brock, the Curator by Dorothy Gardner, the Oldest House by Mrs. Elizabeth Baird, the Christian (Macy) House by Mrs. Laura Baldwin, the Town Office and Whaling Museum by Hugh Chace. The bicentennial building survey and plaque committee report was made by Robert Metters. Mrs. Stackpole told of the educational program and Mrs. Cynthia Young explained the work being donw at the archaeological "dig".

Of special interest was the report on the lightship "Nantucket" by Benjamin S. Richmond, who explained details and difficulties the committee has had to cope with during the past year in order to get the lightship as far as her temporary docking place at Steamboat Wharf. It is hoped to move her to her permanent home at Straight Wharf within the next week or two.

Officers re-elected for the coming year were Leroy H. True, president; Albert G.Brock, George W. Jones, Alcon Chadwick, Albert F. Egan Jr., and Walter Beinecke Jr. vice-presiesidents; W. Ripley Nelson and Henry B. Coleman, honorary vice-presidents; Richard C. Austin, secretary, and John Welch, treasurer. Robert E. Tonkin was elected to fill the unexpired term on the Council of the late Henry Mitchell Havemeyer, until 1978. For a term of four years on the Council Mrs. James F. Merriman and Miss Barbara Melendy were elected.

Report of Committee on facts relating to the "Great Fire of 1846"

"One Hundred Years On Nantucket", published by the late Harry B. Turner in 1921, gives a brief history of the "Great Fire". The introduction to the article states thusly: "The worst catastrophe ever occurring on Nantucket was what has always been called the 'great fire', in which one-third of the business section of the town was swept away by the flames on July 13, 1846.....

"The fire started about 11 o'clock on Monday evening, the 13th of July. It originated in the hat store of William H. Geary...and, spreading up and down, burned all the buildings on the south side of Main Street, between Orange street and the Straight and South wharves. Crossing Main street, it spread in all directions, consuming everything east of Centre street...but fortunately sparing the Methodist church building. Crossing Broad street, it burned the fine Episcopal church and all buildings on the north side between that and the harbor, as also the buildings on the east side of North Water Street..."

About two weeks ago a copy of the Report of the Committee appointed to ascertain the facts relating to the "Great Fire" was discovered by Mrs. Jane Mooney and was loaned to us. The report minces no words, places the blame for the extent of the conflagration where it belongs (as we have all read and heard told, the two fire companies lost precious time while arguing as to which one had the use of the cistern in front of the Pacific National Bank), and gives credit in at least one instance to the women of the town who "kept their cool" while the men seemed to follow the sentiment "Save himself who can!".

On the 130th anniversary of the "Great Fire", we present the report for the edification and amusement (in its presentation) of our readers. The recommendations of the Committee include a commentary on the condition of some of the town's streets as well as some suggestions which might well be taken into consideration by us living in Nantucket today.

Report of Committee
on facts relating to
Fire of 13 & 14 July / 46

The committee appointed by the Inhabitants of Nantucket at a Town Meeting held on the 21st July last to investigate & report upon the facts connected with the great fire of the 13th of the same month having reported, to the Town, the result of their inquiries, at a meeting held on the 14th day of August and having had the report recommitted to them to report at the next Annual Meeting with such alterations as the committee might deem it expedient to make, hereby report that they have attended to the duty assigned to them, & present for consideration the following statements & suggestions.

The committee appointed by the Inhabitants of Nantucket, at a Town Meeting held on the 21st ultimo, to investigate and report upon the facts connected with the great fire of the 13th, have endeavoured to perform that service, and now ask leave to present, as the result of their labours, the following sentiments and suggestions:-

The origin of that terrible calamity is traceable, as nearly as your Committee can ascertain by diligent inquiry, to a defective stove-pipe, leading from the hat-store of W.H. Geary into a small chimney resting on the second floor, and placed in the plastered partition between said store and that of E.&.J. Kelley. This pipe proceeded from a cylinder stove on the lower floor, passed through a stone in the ceiling overhead, to an elbow nine inches above the second floor, and thence horizontally 15 or 18 inches into an orifice near the foot of the chimney. That portion of the pipe which projected into the second story had been covered by a wooden box, inclosing it on three sides and at the top, the interior surfaces approaching within about 5 inches of the pipe. A small fire had been usually kept in the stove, for heating irons used in the pressing of hats. Such a fire, of anthracite coal, was kindled on the afternoon of the fatal day in question; but had subsided in the evening, prior to the departure of the occupant, a few minutes past 9 o'clock.

It is the conviction of your Committee, that some particle of burning wood or paper had escaped from the covered portion of the pipe, either at its elbow junction, or through some hole caused by rust, or at its point of entrance into the chimney, and had fallen into some crevice upon the floor very near to the partition - that it slowly ignited the surrounding wood, extending into the central cavity of the wall; and that the wooden box which concealed for a time this germ of destruction, not only prevented an early discovery, but secured the certainty of its progress.

From this seemingly insignificant primary cause, your Committee proceeded in their inquiries, to follow the course of the tremendous conflagration which ensued. The first symptom of the impending ruin was developed by the smoke which forced its way into the street from the premises about an hour after they were closed. A few individuals obtained ingress to the shop of Messrs. Kelley, and finding the wall beneath the base of the chimney to be heated, threw against it several buckets of water; when that portion of the wall gave way, and disclosed to some extent the danger of the crisis; for the flames were then mounting rapidly into the upper stories of the building, when, through the rear windows, they ascended to the southeast corner of Worthington Hall; and in an incredibly short space of time wrapt the entire range on that side of the street in one general sheet of fire.

As the flames threatened to advance up Orange Street, it was deemed expedient, in order to stay their progress, to demolish by gunpowder the homestead of Dr. Ruggles. (This was executed in a manner so awkward and inefficient - and at such a juncture, as, by the operation of legal technicality, may endanger the recovery of his insurance - that your Committee feel constrained to plead for his indemnity by the town, in case this act of the town's agents shall invalidate his claims elsewhere.)

At the Eastern end of the range, bordering on Union Street, it was fondly hoped that the work of destruction would terminate. But, by some mysterious agency, the hay-loft of the stable on Washington Street occupied by Joseph Hamblin, one block beyond the then burning buildings, was set on fire, and from this point the flames diverged in every direction, raging with ungovernable violence until they had overspread and consumed or destroyed every accessible object eastward to the water's edge, and northward until checked by, though embracing the brick mansion of Aaron Mitchell. They extended also in a southerly direction to the head of Commercial Wharf. At the same time the frightful element traversed every avenue from Main to Broad Streets inclusive; stretching westward, and involving also most of the buildings in Centre Street - the whole comprising an area of between thirty and forty acres. So rapid and so complete was the combustion - all accomplished within seven or eight hours - converting as it were in a moment, some five hundred buildings into mere dust and ashes - that many persons who even dwelt remote from its starting point, were unable to rescue their moveable effects.

Continued Next Week

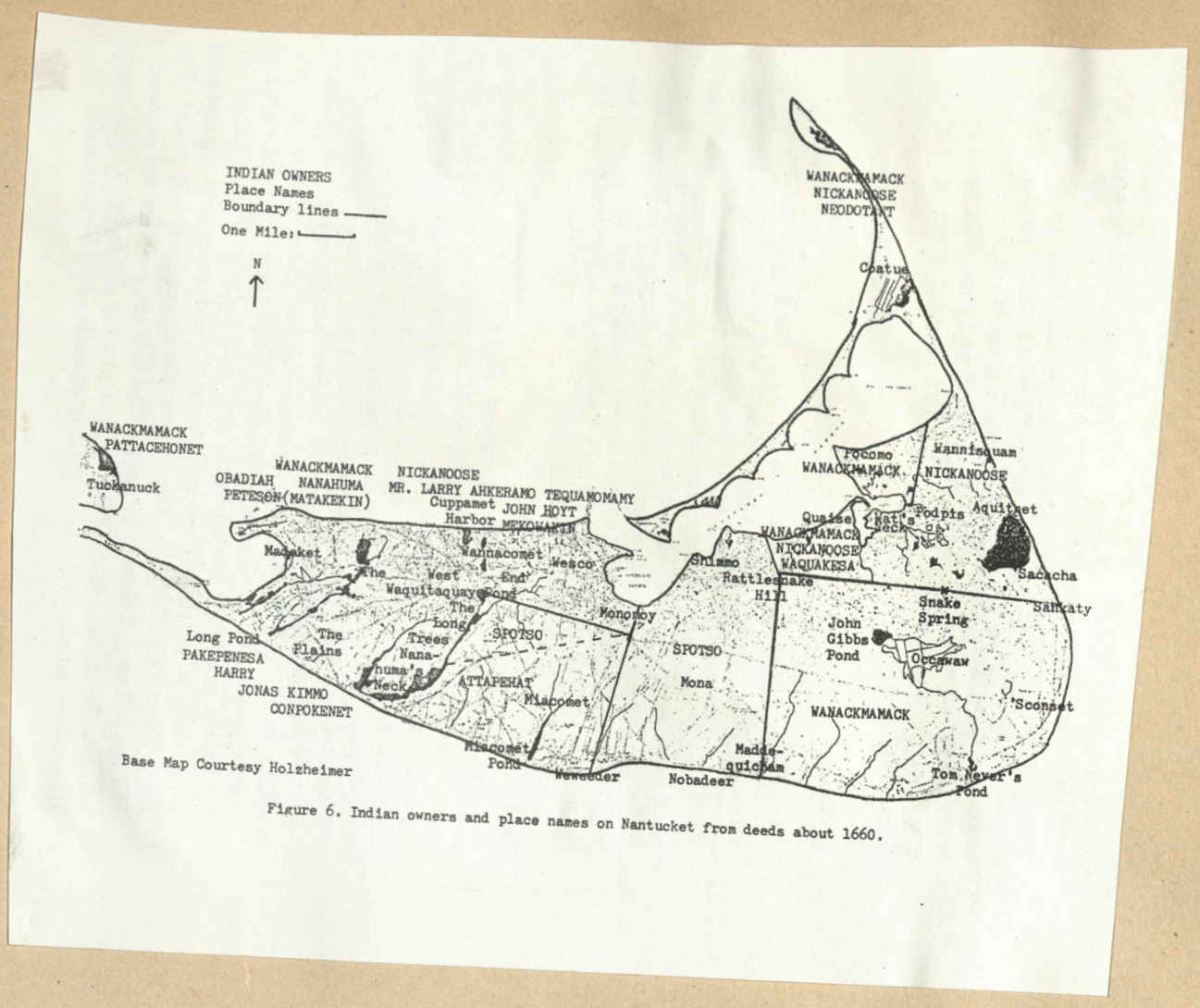
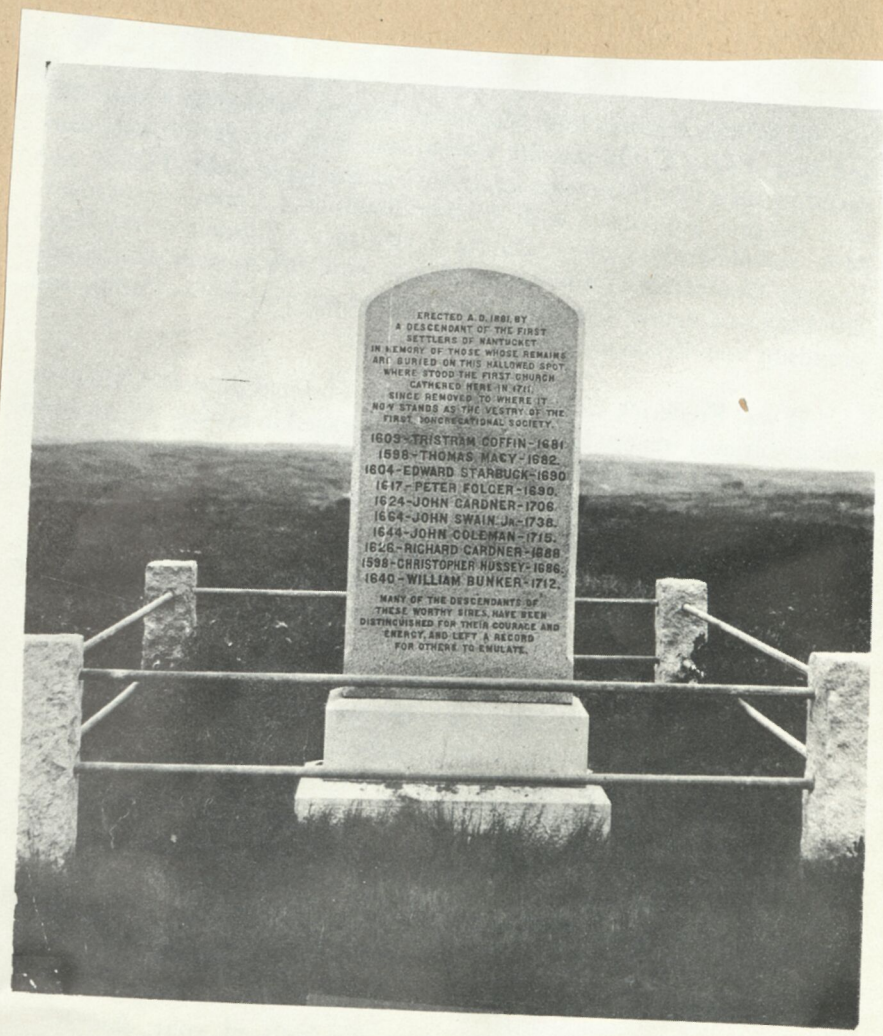


Figure 6. Indian owners and place names on Nantucket from deeds about 1660.



High on the eastern slope of the hill which overlooks Maxcy's Pond is the area which has come to be called "Forefathers' Burial Ground". The Memorial was placed here in 1881 by Frederick Coleman Sanford, and nearby is a smaller stone marking the grave of John Gardner, the only known burial site of the founding fathers.

Mrs. Marie M. Coffin

April 24, 1900 - April 24, 1976

Mrs. Marie M. Coffin
An Appreciation

It is with a deep sense of loss that the Council of the Nantucket Historical Association records in this issue of *Historic Nantucket* the death of Mrs. Marie M. Coffin, wife of C. Clark Coffin, on April 24, 1976. Mrs. Coffin was a Vice President of the Association and a valuable member of several committees.

Most recently she had been working with other members of the Bi-Centennial Committee in securing information and making the necessary plans preliminary to the installation of the plaques assigned to houses on the Island built prior to 1812. Her knowledge of the history of Nantucket houses was unsurpassed by any present-day Nantucketer. Her wealth of information and her willingness to share this information has been of the greatest help to many organizations preparing for "open house tours" and in preparation of pamphlets and articles pertaining to our historic buildings.

Marie Coffin was a loyal friend to everyone on the Council, and many of them, only two weeks before her passing, had joined with her and her husband Clark on the occasion of his retirement as Town Clerk for a period of 35 years. She gave of her talents in many ways, willingly and unselfishly, oftentimes under stress in realizing she was pushing herself beyond her strength. Her devotion to the Nantucket Historical Association was only one of several, and the Council wishes to herewith acknowledge its appreciation.

Marie Coffin passed away on her birthday, suddenly and peacefully, and was buried on what would have been the fiftieth anniversary of her marriage.

With this brief tribute the Council and the officers of the Nantucket Historical Association expresses its gratitude for the many ways in which her help has benefitted, its sorrow in her passing, and its sympathy to those left behind. Her ideals and achievements will remain as an example for those who will endeavor to follow in her footsteps.

Merle Turner Orleans.

Nantucket history brought to life at Main Street Fete

Uncounted multitudes swept up Main Street on a beautiful day last week to enjoy Nantucket's Bicentennial Main Street Fete, the first such event on the street in 15 years. It was a day for camera fans, shoppers, children, and very much for those who wanted a glimpse of Nantucket history brought to life.

More then 50 persons in colorful costumes of bygone eras sat on stoops, doorsteps, in back yards, and even in chairs on the sidewalk. These beautiful tableaux were planned by Joseph (Mac) Dixon of the Theatre Workshop and most of the costuming was done by a capable group led by Julie Beinecke and Milly Lou Smith.

The Fete, sponsored by the Nantucket Bicentennial Commission, will benefit The Homestead and the Theatre Workshop. While a financial report is not yet ready, William Hays, treasurer, said that the picture is "very bright." Eight old Main Street homes were opened for the Fete, three of them in the evening, and lines were still waiting outside some of them when the closing hour came and passed. There were tables offering homemade foods, gifts, antiques, white elephants, Nantucket books, and refreshments ranging from fancy sandwiches to hot dogs. Madrigal singers, headed by Jonathan Maury, drew big crowds to the Boyd garden at 100 Main Street.

For the children there were a Cent School, wishing well, games of skill, pony cart rides, fire engine rides, and a clown act performed by Amel and Andres.

Edgar (Ted) Anderson, secretary of the Fete, said that so many persons participated that it was impossible to get up an immediate list, but that all would be publicly thanked in the Inquirer and Mirror columns in the near future. Those in leadership capacities, however, he listed as follows:

Steering Committee: Harriet Backus, Wayne Holmes, Madge Warren, chairmen; Anderson, secretary; Hays, treasurer; Avery Colt, George Fleming, Robert Metters, John Welch.

Sub-committees: Richard Sylvia (antiques), Robert Perrin (art), Annette Stackpole (food tables), Jane Lamb (children), Miss Beinecke and Mrs. Smith (costumes); Fleming and Henry Fee (refreshments), Cornelia Chace (garden), May Porter (gifts), Edouard Stackpole (historical), Edith Greenleaf (open houses), Marie Giffin (programs), Robert Carrick (publicity), Dixon (tableaux); Jay Manley (Town Crier), Mrs Warren (books), Jackie Jette (Cent School), Jacqueline Harris (pony cart rides), Nelson Eldridge (fire engine rides.

Bowling along in the Sound in a brisk breeze, a white "bone in her teeth". The "Sallie Bramble"

1901—75 Years Ago

The 5th annual convention of the Nantucket County Teachers Association was held July 30 and 31 at the Unitarian Church. There were addresses by Dr. Benjamin Sharp, of Philadelphia and Nantucket. President Arthur H. Gardner was re-elected, as were 17 other officers. Among them were some familiar to many of us in more recent years, i.e., Carrie J. Long, Stanley E. Johnson, Alice Beebe, Annie Bodfish, Anthony W. Ayers, and Dr. E. B. Coleman. A reception was held at the home of Miss Elizabeth R. Coffin on Lily Street. Further addresses and lectures were held in the afternoon and evening of the second day of the convention.

Maria Mitchell open house of wildflowers

Open House, an annual summer event of Maria Mitchell Association, will feature this year a revival of the former annual Wildflower Show. It will be held on Monday, August 16, from 10 a.m. to 5 p.m. Everyone on island that day will have the opportunity of visiting all association facilities with no admission charge.

Open continuously during the day will be the popular Vestal Street Observatory not usually open to the public and Hinchman House (the Natural Science Museum) at 7 Milk Street where wildflowers will be displayed according to their natural habitats--beach plants, bog scene, pine woods, and moors. All plants will be labeled with both common and scientific names.

At the Science Library, 3 Vestal Street, slides will be shown continuously throughout the day. There will be a program of rare Nantucket wildflowers and another reminiscent one of Association activities in the early years. The Association was founded in 1902.

At the Birthplace, 1 Vestal Street, visitors will be welcome to view the interesting Quaker dwelling where Maria Mitchell was born in 1818 and spent her busy childhood. Here refreshments will be served from 2 to 4 in the afternoon.

All Association buildings are conveniently located off upper Main Street from the Monument and are grouped together on adjacent grounds. The staff of the Association will be on hand to provide any information desired.

Lightship migrates to new berth on Straight Wharf

by Dan Kelliher

For many people, a Friday the 13th is a poor day to reach out and try something new, but moving lightships is not new for the "Dirty Dozen" and so, on Friday, August 13, 1976, they did it again and for the last time in the forseeable future. The 40-year-old vessel started to come alive about noon that day, as the needed compressors and generators were put on the line and the dirty dozen, members of the Historical Association, and about 20 other volunteers prepared the vessel for what might be her last voyage under her own power.

With Captain Les Eldridge at the helm, Captain Mike Todd barking orders and Chief Engineer Ken Holdgate in firm control of the engine rooms, the "Nantucket Lightship" positioned herself for the long backing down procedure along the north side of Straight Wharf. The tugboat "Taurus" then secured a line to the stern while the Brant Point 44398 secured a line to the bow and the difficult process of backing down the long narrow channel commenced. Amid the cheers of several hundred friends and spectators, Capt. Pete Grant's deck crew finally secured lines to

The foghorn was sounded at 2:00 p.m. (1400) hours in an effort to get the attention of Capt. Mike Todd, who was detained at a meeting in the town building; the horn rattled windows and people, but it wasn't until an hour later that the missing Capt. Todd showed up and the gangplank was pulled.

With the tugboat "Taurus," CG Cutter "Cape Horn," Brant Point's 44398, and the K-Bird standing by, the "Nantucket Lightship" pulled away from Steamboat Wharf under her own power. Brant Point's 41362 greeted the old girl with a fire hose salute in the harbor as she cleared the wharf with the The Wharf Rat, Anglers' Club, and Smile Flags flying tall and smart.

the wharf and the "Nantucket Lightship" was home at last. The foghorn sounded what may be its last hurrah, again rattling windows and people, and the "Dirty Dozen" relaxed and wet their thirsty whistles, courtesy of Ben Richmond and Ellen Holdgate.

Now that the Nantucket Lightship is in her new and permanent home, the chipping and painting will continue and it is hoped that she'll be open to the public in the near future, and we hope that all of Nantucket will support the Historical Association in maintaining and preserving this priceless piece of Nantucket's maritime past.

Flags of original 13 colonies fly over Main St.

Flags from each of the thirteen original colonies are being flown on Main Street shops this summer in a salute to the country's Bicentennial Anniversary.

The display, sponsored by the Nantucket Chamber of Commerce, begins at the Pacific National Bank, where the original Massachusetts flag has been raised. In front of twelve other stores on either side of Main Street are the other flags.

According to Vice President of the Chamber of Commerce, Jack Martin, donations from all merchants who are members of the Chamber supported the display. The flags were ordered from the mainland and flagpoles erected by the Department of Public Works.

Stuart Day- gentle, compassionate one of Nantucket's best-loved men

Stuart Bradford Day, a reporter with The Inquirer and Mirror for almost a quarter of a century, died suddenly Tuesday morning, August 24, 1976, of a massive coronary. Although Stuart's health had been failing for the past several years, he remained at his reporting post until the very end. Monday's District Court session was his last assignment.

A gentle, compassionate man who never spoke a harsh word or did an unkind deed to any of his fellowmen, Stuart touched the life of almost every Nantucketer and many summer residents, leaving behind a legacy that will remain in the hearts and minds of the community. He was one of Nantucket's best loved gentlemen. This newspaper and the island as a whole has suffered a great loss in the passing of Stuart B. Day.

Born in Boston December 8, 1906, Stuart was educated in the city and studied accounting and journalism at Boston University. It was at this school that he met his wife, the late Edythe Coffin. In 1928 the couple returned to the island and he worked for his father-in-law, R. G. Coffin, who ran one of Nantucket's first drug stores, located at the corners of. Federal and Main Street. In 1951 he and his wife tried their hand at running a laundromat, first on Centre Street and then on Fair Street.

Stuart started his reporting career with the Inquirer and Mirror in 1953. He covered many meetings but his main interests lay in reporting the court sessions, police and fire news, activities of town organizations and football. He was one reporter that received very few complaints on the accuracy of his stories or the manner in which he reported an event. He was acutely aware that information improperly presented could hurt more deeply than need be.

He was a familiar figure on the high school football field. With his almost always present cigar, he would walk miles, going from one end of the field to the other to catch the plays and report them correctly. He didn't hesitate to call attention to the fact that a player or the team as a whole wasn't putting out 100 percent for the school, and he was just as quick to praise the players when it was earned.

Last year Stuart's faithful attendance at all football games on and off island and his sports reporting was honored by the high school with the presentation of a plaque to The Inquirer and Mirror for the athletic coverage. Stuart worked closely in the last several years with the staff photographer to supplement his sports reporting.

A total of 18 years of his life was dedicated to the Nantucket School Committee. He first ran for the office in 1940. Twelve years later he left the Committee for a 19-year break. He was successful in his bid for the position again in 1971 and held office up to the time of his death. During his years on the committee he served 5 years as chairman and 4 as secretary. Nancy Ayotte, a colleague at The Inquirer and Mirror, wrote a feature story on Stuart after his election to the School Committee last spring. He told her, "we had much better discipline in all classes in the old days. . .today there is too much permissiveness in schools, too many extra-curricular activities. If we can get back to the 3 R's and drill on these, then all classes will be much better off, and we will begin to turn out much better graduates." He was vitally concerned with the education and welfare of Nantucket's students.

His one other official town position was dog officer, which he held for many years. He was also Past Sachem and Keeper of the Records of the Wauwinet Tribe, Independent Order of Redmen; Past Powhatan of the Wonoma Council, Degree of Pocahontas; publicity chairman of the Nantucket Boosters Club; secretary of the A.A.R.P., and a member of the Lions Club and Nantucket Grange and a former member of the Independent Order of Odd Fellows.

He served as island correspondent for many years for the New Bedford Standard Times, and both he and wife were local circulation managers for the Standard Times for a while.

He is survived by two sons, James and Norman, both of Nantucket; two daughters, Marion Boyd of Nantucket and Janet Reichardt of Mansfield, Ohio; sixteen grandchildren and three great-grandchildren. He was preceded in death by his wife, Edythe, a son, Stuart, Jr., and a daughter, Doris.

The Redmen, Pocahontas and Grange will hold services at the Lewis Funeral Home tonight, Thursday, from 7 to 9.

Funeral services will be held tomorrow, Friday, August 27, at the Unitarian Church at 10 a.m. Rev. Ted Anderson will officiate. Interment will be at the Prospect Hill Cemetery. The family said that those who wish may send contributions in his memory to the Nantucket Cottage Hospital or the organization of the donors choice.

Selectmen will establish fund in Stuart B. Day's memory

The Board of Selectmen, after consulting with members of the family of Stuart B. Day, decided that the most appropriate tribute to Stuart would be to establish a fund in his name at the Nantucket Booster's Club.

The purpose of the fund, in view of Stuart's enthusiastic interest in the high school football team, would be to send a boy to football camp.

Individuals or groups wishing to contribute to the Stuart B. Day fund may mail their contributions to the Booster's Club Treasurer, Mrs. Richard Eldridge, Box 203, Sconset, Mass. 02564.

Cisco Shore

Quite shores at Cisco await the onslaught of the summer season - laughter, sunning, swimming - and in the meantime those who enjoy the solitude of Nantucket's off-season, take a few minutes to soak up the lovely emptiness.